

# Appendix B

## Consultation

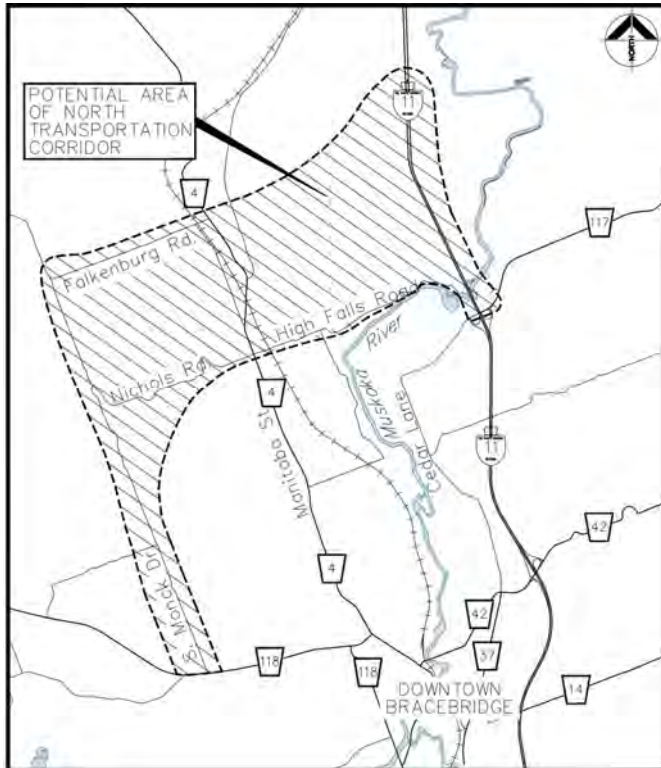
- Notices
- Public Open House #1 Summary Report
- Public Open House #2 Summary Report
- Comments Received Since Open House #2
- Individual Meetings
- Agency Consultation
- Other Consultation

## Notices

## Notice of Study Commencement

### District Municipality of Muskoka Bracebridge North Transportation Corridor Class Environmental Assessment Study

In January, the District Municipality of Muskoka initiated a Class Environmental Assessment (EA) Study for a proposed transportation corridor north of the Town of Bracebridge urban area between Highway 11 and Muskoka Road 118. This long term transportation planning study will be carried out in accordance with the requirements for a Schedule 'C' project under the *Municipal Class Environmental Assessment* document.



The EA process for this project will involve identifying transportation problems and opportunities, developing and analyzing alternatives, assessing technical and environmental issues and proposing ways to address those issues, all leading to the development of a preferred design for the project.

Two public open houses will be held during the course of the study to provide an opportunity for the public to review and discuss the project with representatives of the Project Team. The open houses are anticipated to occur in: summer 2012 and winter / spring 2013. A notice advertising the open houses will be published in local newspapers and on the project web site at: [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca)

Upon completion of this study an Environmental Study Report will be available for public review and comment. A notice of study completion will be published at that time.

There is an opportunity at any time during the EA process for interested persons to provide

comments. Any comments received pertaining to the study will be collected under the *Environmental Assessment Act* and, with the exception of personal information, will become part of the public record.

For further information on this project, or to be added to our mailing list, please contact:

Craig Douglas, P. Eng.  
District Municipality of Muskoka  
Manager of Design Services  
70 Pine Street  
Bracebridge, ON P1L 1N3  
Phone: 705-645-6764  
Toll Free: 1-800-281-3483  
Fax: 705-645-7599  
E-mail: [cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca)

Chris Stilwell, P. Eng.  
Consultant Project Manager  
AECOM  
345 Ecclestone Drive  
Bracebridge, ON P1L 1R1  
Phone: 705-645-5992 ext. 3252012  
Fax: 705-645-1841  
E-mail: [chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

February 15, 2012

Dheera Kantiya  
Project Engineer  
**Ministry of Transportation**  
Northeastern Region  
447 McKeown Avenue, Suite 301  
North Bay, ON P1B 9S9

Dear Mr. Kantiya:

**Project No: 60241537**

**Regarding: Notification of Study Commencement  
District Municipality of Muskoka  
Bracebridge North Transportation Corridor  
Class Environmental Assessment Study**

In January, the District Municipality of Muskoka initiated a Class Environmental Assessment (EA) Study for a proposed transportation corridor north of the Town of Bracebridge urban area between Highway 11 and Muskoka Road 118. This long term transportation planning study will be carried out in accordance with the requirements for a Schedule 'C' project under the *Municipal Class Environmental Assessment* document.

The EA process for this project will involve identifying transportation problems and opportunities, developing and analyzing alternatives, assessing technical and environmental issues and proposing ways to address those issues, all leading to the development of a preferred design for the project.

Two public open houses will be held during the course of the study to provide an opportunity for the public to review and discuss the project with representatives of the Project Team. The open houses are anticipated to occur in: summer 2012 and winter / spring 2013. A notice advertising the open houses will be published in local newspapers and sent to the project mailing list. Information will be posted on the project web site at: [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca)

Upon completion of this study an Environmental Study Report will be available for public review and comment. A notice of study completion will be published at that time and sent to the project mailing list.



There is an opportunity at any time during the EA process for interested persons to provide comments. Any comments received pertaining to the study will be collected under the *Environmental Assessment Act* and, with the exception of personal information, will become part of the public record.

We look forward to meeting with you to discuss your interests in the project. Please contact one of the following team members to set up a meeting, to receive further information, or to be removed from our Project mailing list:

Craig Douglas, P. Eng.  
District Municipality of Muskoka  
Manager of Design Services  
70 Pine Street  
Bracebridge, ON P1L 1N3  
Phone: 705-645-6764  
Toll Free: 1-800-281-3483  
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Chris Stilwell, P. Eng.  
Consultant Project Manager  
AECOM  
345 Ecclestone Drive  
Bracebridge, ON P1L 1R1  
Phone: 705-645-5992 ext. 3252012  
Fax: 705-645-1841  
E-mail [chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

Sincerely,  
**AECOM Canada Ltd.**



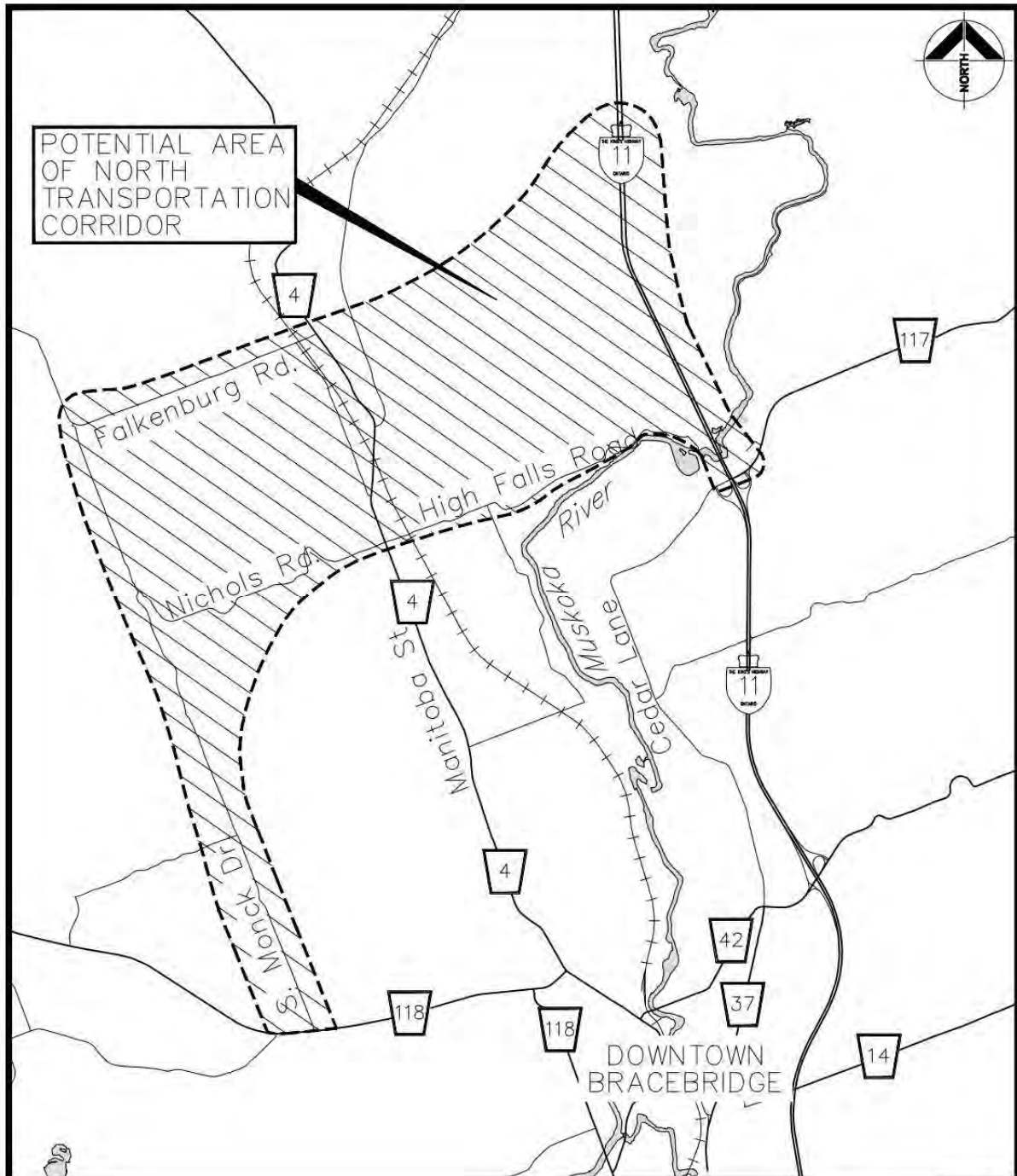
Chris Stilwell, P. Eng.  
Project Manager

CS:dc  
Encl.

cc: Craig Douglas, Project Manager, District Municipality of Muskoka  
Valerie McGirr, Deputy Project Manager, AECOM

# KEY PLAN

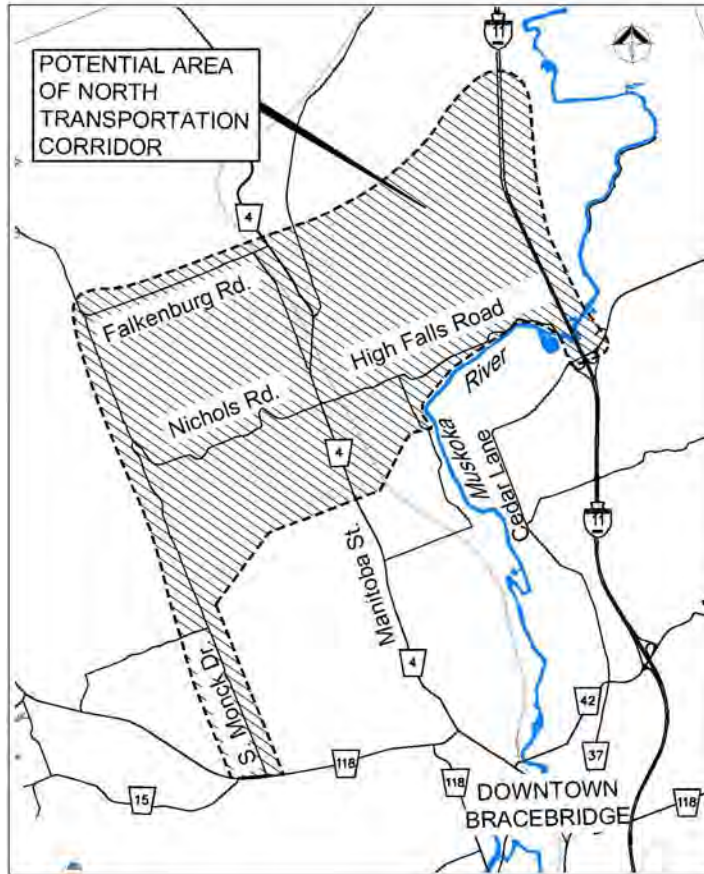
## Bracebridge North Transportation Corridor



## Notice of Public Open House #1

### District Municipality of Muskoka Bracebridge North Transportation Corridor Class Environmental Assessment Study

In January, the District Municipality of Muskoka initiated a Class Environmental Assessment (EA) Study for a proposed transportation corridor north of the Town of Bracebridge urban area between Highway 11 and Muskoka Road 118. This long term transportation planning study is being carried out as a Schedule 'C' project under the *Municipal Class Environmental Assessment* document.



Two public open houses are being held during the course of the study to provide an opportunity for the public to review and discuss the project with representatives of the Project Team.

You are invited to attend the first Public Open House for this study on:

Thursday, August 23, 2012  
4:00 p.m. to 7:00 p.m.  
Bracebridge Sportsplex  
Conference Room  
110 Clearbrook Trail, Bracebridge

The notice is available on the project web site at: [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca)

At the first Public Open House you will have an opportunity to:

- Learn about the study scope and the need for a north transportation corridor
- Review and comment on proposed and preferred alternative solution(s)
- Comment on the proposed evaluation criteria that will be used to identify a recommended plan
- Ask questions and discuss the project with members of the Study Team.

Upon completion of this study an Environmental Study Report will be available for public review and comment. A notice of study completion will be published at that time.

There is an opportunity at any time during the EA process for interested persons to provide comments. Any comments received pertaining to the study will be collected under the *Environmental Assessment Act* and, with the exception of personal information, will become part of the public record.

For further information on this project, or to be added to our mailing list, please contact:

Craig Douglas, P. Eng.  
District Municipality of Muskoka  
Manager of Design Services  
70 Pine Street  
Bracebridge, ON P1L 1N3  
Phone: 705-645-6764  
Toll Free: 1-800-281-3483  
Fax: 705-645-7599  
E-mail: [cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca)

Chris Stilwell, P. Eng.  
Consultant Project Manager  
AECOM  
345 Ecclestone Drive  
Bracebridge, ON P1L 1R1  
Phone: 705-645-5992 ext. 3252012  
Fax: 705-645-1841  
E-mail: [chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

August 8, 2012

**Ministry of the Environment**

Barrie District Office  
54 Cedar Pointe Drive  
Unit 1203  
Barrie, ON L4N 5R7

Dear Sir or Madam:

**Project No: 60241537**

**Regarding: Notice of Public Open House #1  
District Municipality of Muskoka  
Bracebridge North Transportation Corridor  
Class Environmental Assessment Study**

In January, the District Municipality of Muskoka initiated a Class Environmental Assessment (EA) Study for a proposed transportation corridor north of the Town of Bracebridge urban area between Highway 11 and Muskoka Road 118. This long term transportation planning study is being carried out as a Schedule 'C' project under the Municipal Class Environmental Assessment document.

Two public open houses are being held during the course of the study to provide an opportunity for the public to review and discuss the project with representatives of the Project Team.

You are invited to attend the first Public Open House for this study on:

Thursday, **August 23, 2012**  
4:00 p.m. to 7:00 p.m.  
Bracebridge Sportsplex  
Conference Room  
110 Clearbrook Trail, Bracebridge

The notice is available on the project web site at: [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca)

At the first Public Open House you will have an opportunity to:

- Learn about the study scope and the need for a north transportation corridor
- Review and comment on proposed and preferred alternative solution(s)
- Comment on the proposed evaluation criteria that will be used to identify a recommended plan
- Ask questions and discuss the project with members of the Study Team.

Upon completion of this study an Environmental Study Report will be available for public review and comment. A notice of study completion will be published at that time and sent to the project mailing list.

There is an opportunity at any time during the EA process for interested persons to provide comments. Any comments received pertaining to the study will be collected under the *Environmental Assessment Act* and, with the exception of personal information, will become part of the public record.

Please contact one of the following team members to receive further information, or to be removed from our Project mailing list:

Craig Douglas, P Eng.  
District Municipality of Muskoka  
Manager of Design Services  
70 Pine Street  
Bracebridge, ON P1L 1N3  
Phone: 705-645-6764  
Toll Free: 1-800-281-3483  
Fax: 705-645-7599  
E-mail: [cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca)

Chris Stilwell, P. Eng.  
Consultant Project Manager  
AECOM  
345 Ecclestone Drive  
Bracebridge, ON P1L 1R1  
Phone: 705-645-5992 ext. 3252012  
Fax: 705-645-1841  
E-mail [chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

Sincerely,  
**AECOM Canada Ltd.**



Chris Stilwell, P. Eng.  
Project Manager

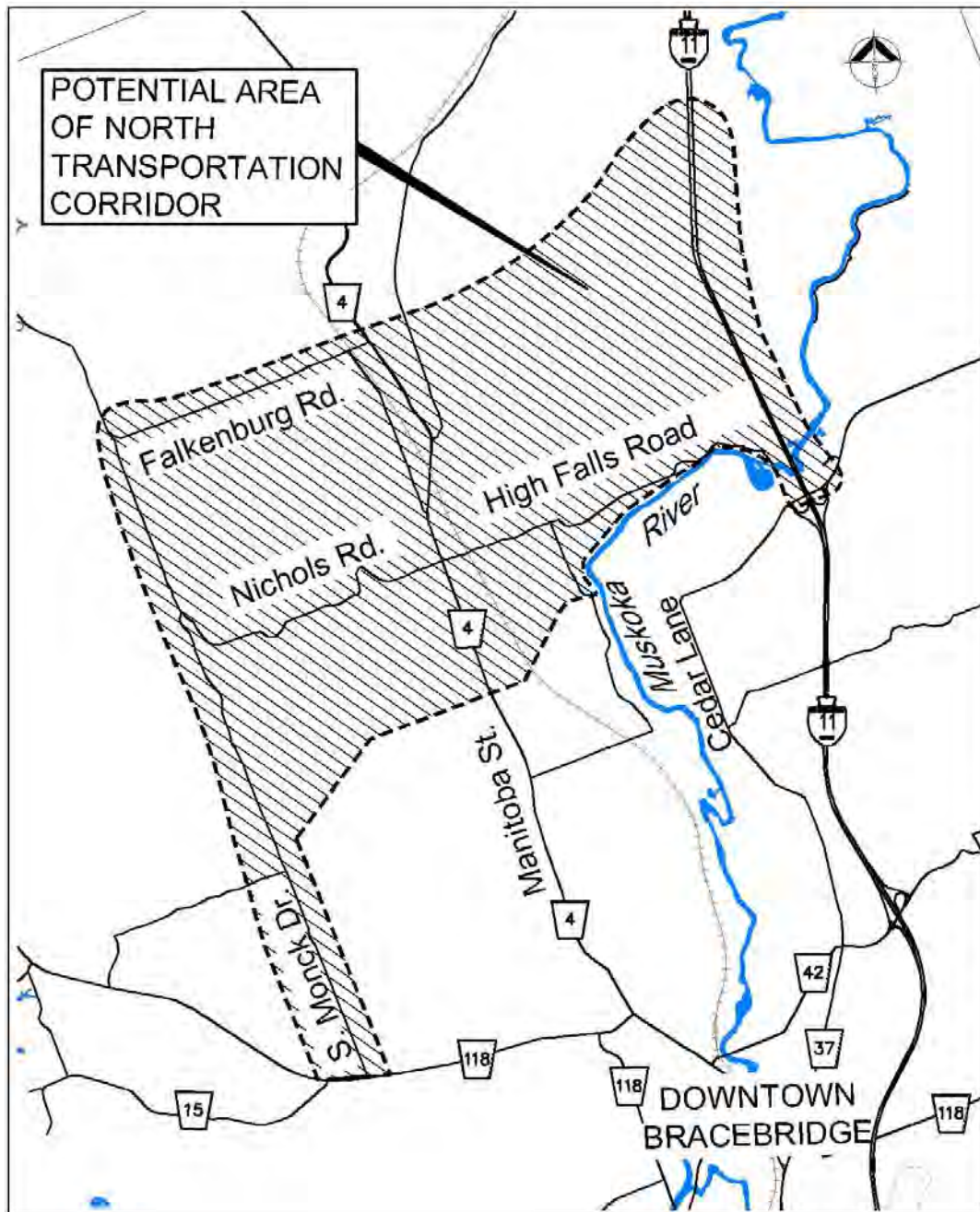
CS:dc  
Encl.

cc: Craig Douglas, Project Manager, District Municipality of Muskoka  
Valerie McGirr, Deputy Project Manager, AECOM



# KEY PLAN

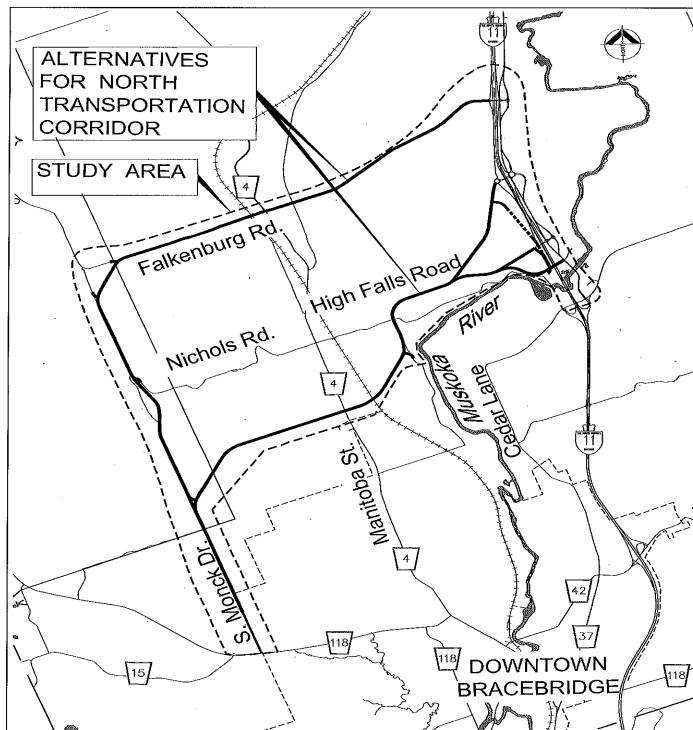
## Bracebridge North Transportation Corridor



## Notice of Public Open House #2

### District Municipality of Muskoka Bracebridge North Transportation Corridor Class Environmental Assessment Study

In 2012, the District Municipality of Muskoka initiated a Class Environmental Assessment (EA) Study for a proposed transportation corridor north of the Town of Bracebridge urban area between Highway 11 and Muskoka Road 118. This long term transportation planning study is being carried out as a Schedule 'C' project under the 2011 version of the *Municipal Class Environmental Assessment* document.



You are invited to attend the second and final Public Open House for this study on:

Thursday, October 17, 2013  
4:00 p.m. to 7:00 p.m.  
Bracebridge Sportsplex  
Auditorium  
110 Clearbrook Trail, Bracebridge

The notice is available on the project web site at: [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca)

At the second Public Open House you will have an opportunity to:

- Learn about the alternative routes examined
- Review and comment on the assessment and evaluation of the alternative routes
- Comment on the technically preferred route
- Ask questions and discuss the project with members of the Study Team.

Upon completion of this study an Environmental Study Report will be available for public review and comment. A notice of study completion will be published at that time.

There is an opportunity at any time during the EA process for interested persons to provide comments. Any comments received pertaining to the study will be collected under the *Environmental Assessment Act* and, with the exception of personal information, will become part of the public record.

For further information on this project, or to be added to our mailing list, please contact:

Craig Douglas, P. Eng.  
District Municipality of Muskoka  
Manager of Engineering Services  
70 Pine Street  
Bracebridge, ON P1L 1N3  
Phone: 705-645-6764  
Toll Free: 1-800-281-3483  
Fax: 705-645-7599  
E-mail: [cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca)

Chris Stilwell, P. Eng.  
Consultant Project Manager  
AECOM  
345 Ecclestone Drive  
Bracebridge, ON P1L 1R1  
Phone: 705-645-5992 ext. 3252012  
Fax: 705-645-1841  
E-mail: [chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

October 10, 2013

Ministry of the Environment  
Barrie District Office  
54 Cedar Pointe Drive  
Unit 1203  
Barrie, ON L4N 5R7

To Whom It May Concern:

**Project No: 60241537**

**Regarding: Notice of Public Open House #2  
District Municipality of Muskoka  
Bracebridge North Transportation Corridor  
Class Environmental Assessment Study**

In 2012, the District Municipality of Muskoka initiated a Class Environmental Assessment (EA) Study for a proposed transportation corridor north of the Town of Bracebridge urban area between Highway 11 and Muskoka Road 118. This long term transportation planning study is being carried out as a Schedule 'C' project under the *Municipal Class Environmental Assessment* document.

You are invited to attend the second and final Public Open House for this study on:

**Thursday, October 17, 2013**  
4:00 p.m. to 7:00 p.m.  
Bracebridge Sportsplex  
Auditorium  
110 Clearbrook Trail, Bracebridge

The notice is available on the project web site at: [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca)

At the second Public Open House you will have an opportunity to:

- Learn about the alternative routes examined
- Review and comment on the assessment and evaluation of the alternative routes
- Comment on the technically preferred route
- Ask questions and discuss the project with members of the Study Team.

Upon completion of this study an Environmental Study Report will be available for public review and comment. A notice of study completion will be published at that time and sent to all stakeholders on our project mailing list.



There is an opportunity at any time during the EA process for interested persons to provide comments. Any comments received pertaining to the study will be collected under the *Environmental Assessment Act* and, with the exception of personal information, will become part of the public record.

Please contact one of the following team members to receive further information, or to be removed from our Project mailing list:

**Craig Douglas, P Eng.**

District Municipality of Muskoka  
Manager of Design Services  
70 Pine Street  
Bracebridge, ON P1L 1N3  
Phone: 705-645-6764  
Toll Free: 1-800-281-3483  
Fax: 705-645-7599  
E-mail: [cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca)

**Chris Stilwell, P. Eng.**

Consultant Project Manager  
AECOM  
345 Ecclestone Drive  
Bracebridge, ON P1L 1R1  
Phone: 705-645-5992 ext. 3252012  
Fax: 705-645-1841  
E-mail: [chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

Sincerely,  
**AECOM Canada Ltd.**

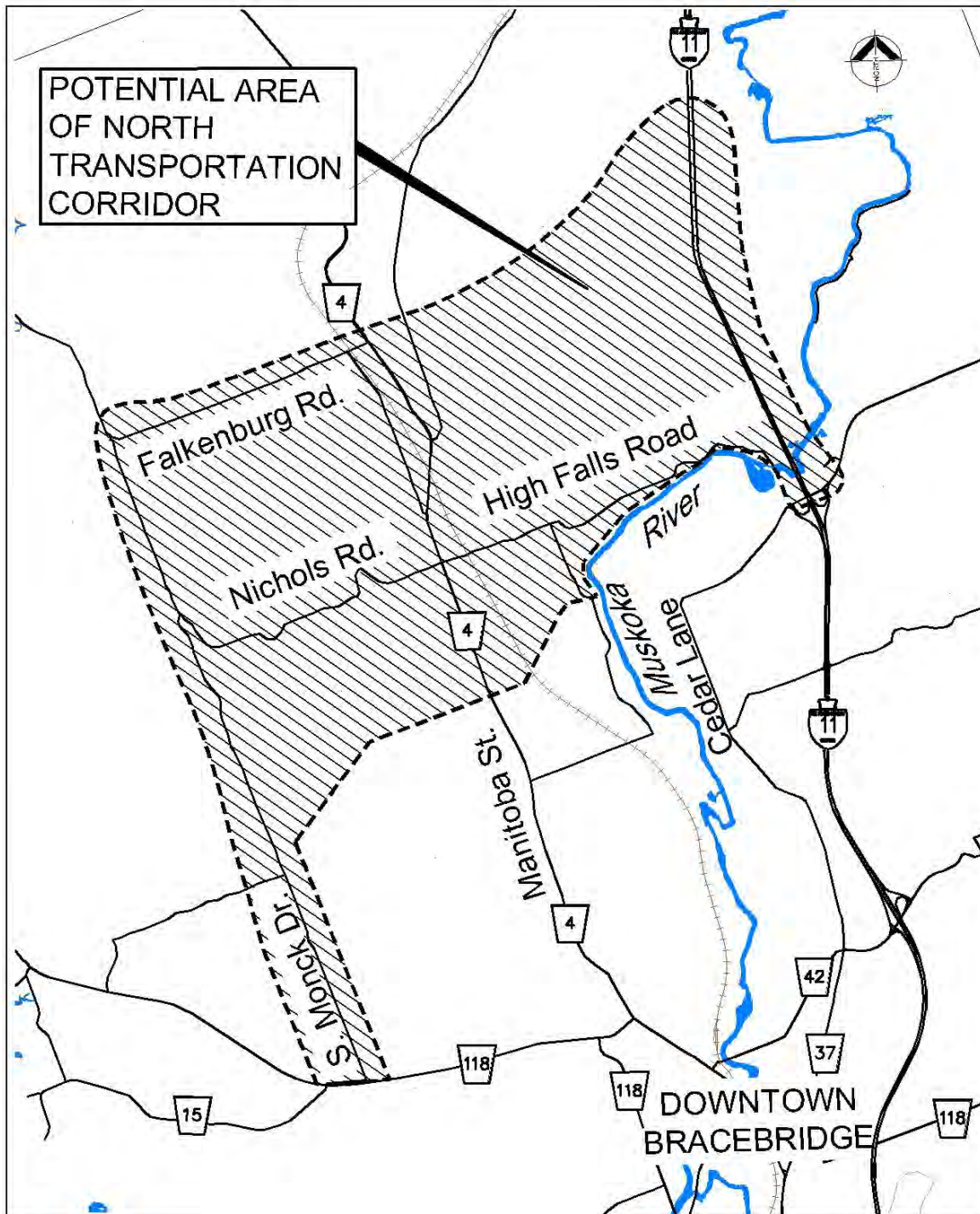


Chris Stilwell, P. Eng.  
Project Manager

CS:cg  
Encl.  
cc: Craig Douglas, Project Manager, District Municipality of Muskoka  
Valerie McGirr, Deputy Project Manager, AECOM

# KEY PLAN

## Bracebridge North Transportation Corridor



## Public Open House #1 Summary Report

The District Municipality of Muskoka

# **Public Open House #1 Summary Report Bracebridge North Transportation Corridor Class Environmental Assessment Study**

**Prepared by:**

AECOM

345 Ecclestone Drive

Bracebridge, ON, Canada P1L 1R1

[www.aecom.com](http://www.aecom.com)

705 645 5992 tel

705 645 1841 fax

**Project Number:**

60241537

**Date:**

September, 2012

## Statement of Qualifications and Limitations

The attached Report (the "Report") has been prepared by AECOM Canada Ltd. ("Consultant") for the benefit of the client ("Client") in accordance with the agreement between Consultant and Client, including the scope of work detailed therein (the "Agreement").

The information, data, recommendations and conclusions contained in the Report (collectively, the "Information"):

- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the "Limitations");
- represents Consultant's professional judgement in light of the Limitations and industry standards for the preparation of similar reports;
- may be based on information provided to Consultant which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
- in the case of subsurface, environmental or geotechnical conditions, may be based on limited testing and on the assumption that such conditions are uniform and not variable either geographically or over time.

Consultant shall be entitled to rely upon the accuracy and completeness of information that was provided to it and has no obligation to update such information. Consultant accepts no responsibility for any events or circumstances that may have occurred since the date on which the Report was prepared and, in the case of subsurface, environmental or geotechnical conditions, is not responsible for any variability in such conditions, geographically or over time.

Consultant agrees that the Report represents its professional judgement as described above and that the Information has been prepared for the specific purpose and use described in the Report and the Agreement, but Consultant makes no other representations, or any guarantees or warranties whatsoever, whether express or implied, with respect to the Report, the Information or any part thereof.

Without in any way limiting the generality of the foregoing, any estimates or opinions regarding probable construction costs or construction schedule provided by Consultant represent Consultant's professional judgement in light of its experience and the knowledge and information available to it at the time of preparation. Since Consultant has no control over market or economic conditions, prices for construction labour, equipment or materials or bidding procedures, Consultant, its directors, officers and employees are not able to, nor do they, make any representations, warranties or guarantees whatsoever, whether express or implied, with respect to such estimates or opinions, or their variance from actual construction costs or schedules, and accept no responsibility for any loss or damage arising therefrom or in any way related thereto. Persons relying on such estimates or opinions do so at their own risk.

Except (1) as agreed to in writing by Consultant and Client; (2) as required by-law; or (3) to the extent used by governmental reviewing agencies for the purpose of obtaining permits or approvals, the Report and the Information may be used and relied upon only by Client.

Consultant accepts no responsibility, and denies any liability whatsoever, to parties other than Client who may obtain access to the Report or the Information for any injury, loss or damage suffered by such parties arising from their use of, reliance upon, or decisions or actions based on the Report or any of the Information ("improper use of the Report"), except to the extent those parties have obtained the prior written consent of Consultant to use and rely upon the Report and the Information. Any injury, loss or damages arising from improper use of the Report shall be borne by the party making such use.

This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.



AECOM  
345 Ecclestone Drive  
Bracebridge, ON, Canada P1L 1R1  
www.aecom.com

705 645 5992 tel  
705 645 1841 fax

September 27, 2012

Craig Douglas, P. Eng.  
Manager of Design Services  
District Municipality of Muskoka  
70 Pine Street  
Bracebridge, Ontario  
P1L 1N3

Dear Mr. Douglas:

**Project No: 60241537**  
**Regarding: Final Public Open House #1 Summary Report**  
**Bracebridge North Transportation Corridor**  
**Class Environmental Assessment Study**

The Final Public Open House #1 Summary Report is attached for your information and records.

Sincerely,  
**AECOM Canada Ltd.**

Chris Stilwell, P. Eng.  
Consultant Project Manager  
[chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

CS:dc  
Encl.  
cc: file  
Post to Project website

## Distribution List

# of Hard Copies	PDF Required	Association / Company Name
0	1	Craig Douglas, The District Municipality of Muskoka (DMM)

## Revision Log

Revision #	Revised By	Date	Issue / Revision Description
0	D. Chartrand	September 2012	Draft issued for review
1	D. Chartrand	September 27, 2012	Revised based on comments received from Craig Douglas, DMM

## AECOM Signatures

Report Prepared By:



Danielle Chartrand  
Environmental Planner

Report Reviewed By:



Valerie McGirr, P. Eng  
Consultant Deputy Project Manager

Report Reviewed By:



Chris Stilwell, P. Eng  
Consultant Project Manager

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Appendix C.	Newsletter #1
Appendix D.	Comment Sheets

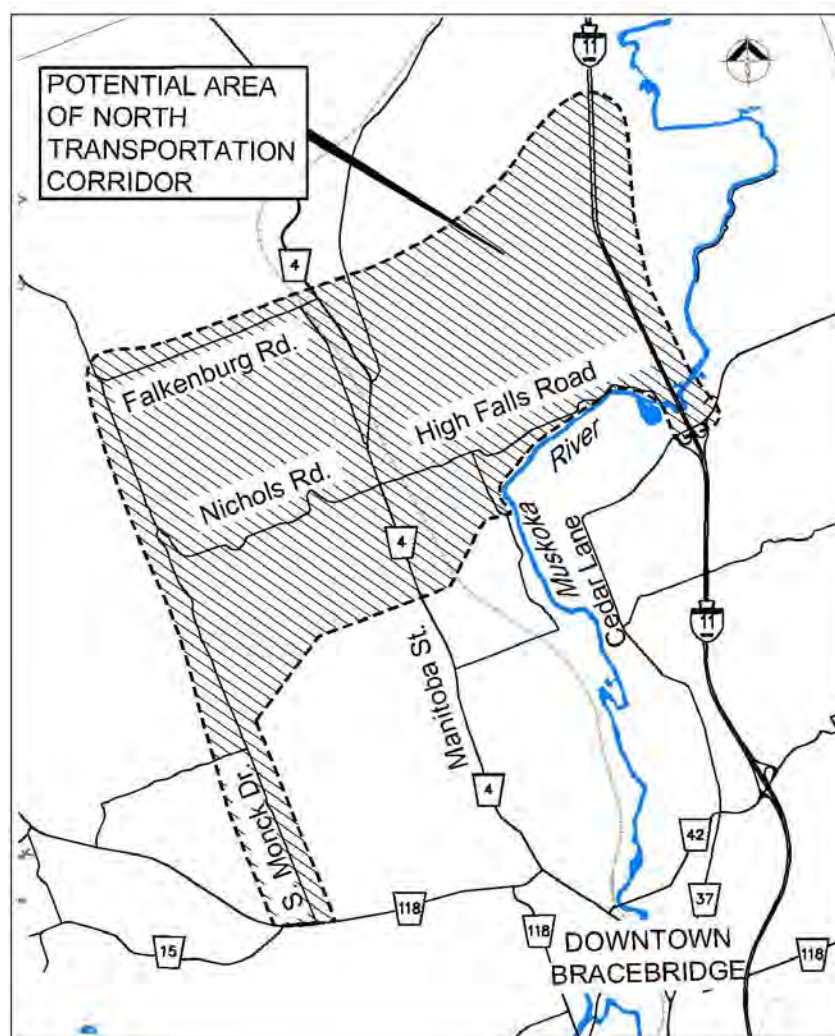


# 1. INTRODUCTION

In January, the District Municipality of Muskoka (DMM) initiated a Class Environmental Assessment (EA) Study for a proposed transportation corridor north of the Town of Bracebridge urban area between Highway 11 and Muskoka Road 118. **Figure 1** illustrates the project study area. This long term transportation planning study is being carried out as a Schedule 'C' project under the Municipal Class Environmental Assessment document, as amended 2011. The EA process will involve developing, assessing, and evaluating alternatives, which will result in a recommended plan to be presented to Council.

Two public open houses will be held during the course of the study to provide an opportunity for the public to review and discuss the project with representatives of the Project Team and solicit feedback. The purpose of this report is to present an overview of the first round of consultation and to document responses.

**Figure 1. Study Area**



## 2. PROJECT WEBSITE

Project information was posted on the project website at: [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca). The public notice advising of the first Public Open House meeting, display material presented at the meeting and project updates including the newsletter are available online. Contact information is also provided to allow the public to comment throughout the study process.

## 3. PUBLIC AND AGENCY NOTIFICATION

One of the key objectives of the environmental planning process is to provide the public, interested parties and affected agencies with opportunities for meaningful input. To meet this objective, comprehensive public and agency notification of the Public Open House (POH) was undertaken.

The notice for POH was advertised in the following local newspapers:

- Muskoka Weekender: Friday, August 10 and 17, 2012
- Bracebridge Examiner: Wednesday, August 15 and 22, 2012

In addition, the notice was placed on the project web site at [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca). A copy of the notice is provided in **Appendix A**.

Letters of notification for the POH were mailed or emailed to agencies and interested parties listed in **Table 1**. A sample notification letter is provided in **Appendix A**.

**Table 1. Agency Contact List**

Agencies	
• Ministry of the Environment	• Bracebridge Fire Department
• Ministry of Natural Resources	• Ontario Provincial Police
• Ministry of Tourism and Culture	• Medavie EMS
• Ministry of Municipal Affairs and Housing	• Simcoe Muskoka District Health Unit
• Ontario Ministry of Infrastructure	• Town of Bracebridge
• Ministry of Transportation	• Bracebridge Chamber of Commerce
• Ministry of Northern Development and Mines	• Canadian National Railway
• Ministry of Agriculture, Food and Rural Affairs	• Township of Muskoka Lakes
Other Stakeholders	
• Hammond Transportation Ltd.	• Muskoka Heritage Foundation
• Muskoka Business Development Foundation	• Muskoka Heritage Trust
• Muskoka Sno-Bombers Inc.	• Ontario Northland Bus Service
• Muskoka Snowmobile Region	
School Boards	
• Trillium Lakelands District School Board	• Simcoe Muskoka Catholic District School Board
Utilities	
• Bell Alliant Regional Communications, L.P.	• Hydro One Networks Inc.
• Cogeco	• Union Gas Limited
• Lakeland Power Distribution Ltd.	• TransCanada PipeLines Limited
First Nations	
• Aboriginal Affairs and Northern Development Canada	• Moose Deer Point First Nation

<ul style="list-style-type: none"> <li>Ministry of Aboriginal Affairs</li> <li>Métis Nation of Ontario</li> </ul>	<ul style="list-style-type: none"> <li>Wahta Mohawks (Mohawks of Gibson)</li> <li>Wasauksing First Nation</li> </ul>
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## 4. PUBLIC OPEN HOUSE

The first Public Open House (POH) was held on:

Thursday, August 23, 2012  
4:00 p.m. to 7:00 p.m.  
Bracebridge Sportsplex  
Conference Room  
110 Clearbrook Trail, Bracebridge

At the POH there was an opportunity to:

- Learn about the study scope and the need for a north transportation corridor
- Review and comment on proposed and preferred alternative solution(s)
- Comment on the proposed evaluation criteria that will be used to identify a recommended plan

The POH provided an opportunity for members of the public to view the display material and to discuss the project with the District Municipality of Muskoka and consultant representatives. Attendees were encouraged to provide written comments. The members of the project team in attendance consisted of:

- Craig Douglas: Manager of Design Services, District Municipality of Muskoka
- Chris Stilwell: Consultant Project Manager, AECOM
- Vanessa Skelton: Consultant Transportation Engineer, AECOM
- Wendy Hiles: Consultant Administrative Staff, AECOM

The display material presented at the Public Open House are provided in **Appendix B** and dealt with the following topics:

- Welcome
- Introduction and Background
- Study Background and Study Purpose
- Study Area Map
- Class EA Study Process
- Evaluation Factors
- Consultation
- Schedule
- Existing Traffic Conditions
- Transportation Conditions
- Problems and Opportunities
- Environmental Constraints Map
- Environmental Conditions – Terrestrial
- Terrestrial Conditions Map
- Environmental Conditions – Aquatic
- Aquatic Conditions Map
- Assessment and Evaluation of Alternative Solutions
- Next Steps
- Thank you for attending

A newsletter was prepared for this study and copies were made available to the public at the POH and on the project website. A copy of the newsletter is provided in **Appendix C**.

Following notification and prior to the Public Open House meeting, 2 comments were received from the public. A total of 67 people signed the registration sheet at the POH and 10 comment sheets were submitted at the meeting on August 23, 2012. An additional 5 comments were received prior to the September 6, 2012 final submission date

for comments to be incorporated into this report. Comments received after this date were still considered and will be documented in the Environmental Study Report as part of this project.

A general summary of the comments received are listed below in **Table 2**. Copies of the original comments, excluding personal information, are provided in **Appendix D** of this report.

**Table 2. Summary of Comments**

Description of Comments	Number of Respondents	Comment Sheet #
• Does not support use of High Falls Road	2	1, 16
• Concerned about increase in noise levels	1	1
• Safety concerns	3	1, 14, 16
• Concerned about impacts on and loss of natural habitat	2	1, 4
• Concerned about increasing traffic volumes on High Falls Road	2	1, 16
• Select new route in the southern half of the Study Area	1	2
• Request copies of reports	2	3, 15
• Does not support this study	1	4
• Concerned about impacts on hunt camps	1	4
• Concerned about impacts on snowmobile trails	1	4
• Inquired about how north and south bypass will be connected to MR 118	1	4
• Concerned about impacts on businesses	2	4, 5
• Inquired about status of Southern bypass	2	4, 5
• Concerned about impact on rural lifestyle	2	4, 14
• Inquired about timing of project	1	5
• Inquired about cost of project and if traffic volumes justified the cost	1	5
• Add to mailing list	6	6, 7, 8, 9, 10, 17
• Concerned about impact or loss of land	3	11, 13, 14
• Does not support location of venue for POH meeting	1	12
• Does not support use of South Monck Drive	1	14
• Concerned about impacts during construction	1	14
• Suggested alternative route locations intersecting further west along MR 118	1	14
• Felt that not enough information was provided	1	15

## 5. CONCLUSION

Many people who attended the Public Open House provided input with concerns and questions. Attendees reviewed the information available on the presentation boards and many took a copy of the presentation material home with them. Many people were interested in the alternative designs that will be presented at the next Public Open House and they were not aware that the Municipal Class EA process requires evaluation of alternative solutions before the alternative designs are prepared. The long-term nature of this project and the need to plan for the future was not accepted by some people in attendance. Potential impacts to the natural environment and rural lifestyle were issues that were raised as well as the cost of the project and the perceived lack of need for the project. In summary, the people who attended the Public Open House had many comments regarding the project that were either discussed at the Public Open House or were addressed through the commenting process.

## **Appendix A**

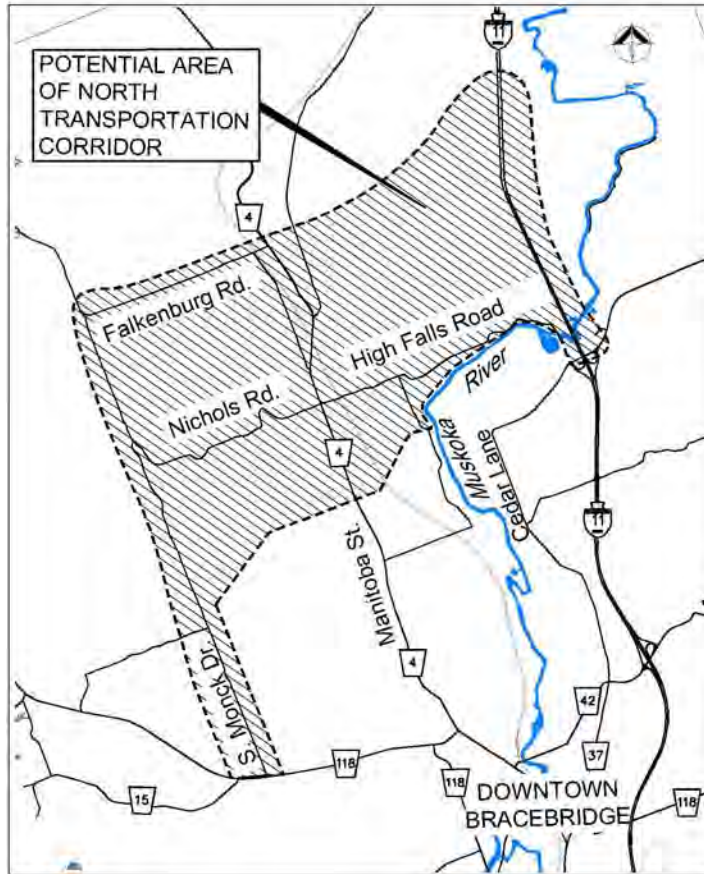
Notice of Public Open House #1

Sample Letter of Notification for POH #1 sent to Agencies

## Notice of Public Open House #1

### District Municipality of Muskoka Bracebridge North Transportation Corridor Class Environmental Assessment Study

In January, the District Municipality of Muskoka initiated a Class Environmental Assessment (EA) Study for a proposed transportation corridor north of the Town of Bracebridge urban area between Highway 11 and Muskoka Road 118. This long term transportation planning study is being carried out as a Schedule 'C' project under the *Municipal Class Environmental Assessment* document.



Two public open houses are being held during the course of the study to provide an opportunity for the public to review and discuss the project with representatives of the Project Team.

You are invited to attend the first Public Open House for this study on:

Thursday, August 23, 2012  
4:00 p.m. to 7:00 p.m.  
Bracebridge Sportsplex  
Conference Room  
110 Clearbrook Trail, Bracebridge

The notice is available on the project web site at: [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca)

At the first Public Open House you will have an opportunity to:

- Learn about the study scope and the need for a north transportation corridor
- Review and comment on proposed and preferred alternative solution(s)
- Comment on the proposed evaluation criteria that will be used to identify a recommended plan
- Ask questions and discuss the project with members of the Study Team.

Upon completion of this study an Environmental Study Report will be available for public review and comment. A notice of study completion will be published at that time.

There is an opportunity at any time during the EA process for interested persons to provide comments. Any comments received pertaining to the study will be collected under the *Environmental Assessment Act* and, with the exception of personal information, will become part of the public record.

For further information on this project, or to be added to our mailing list, please contact:

Craig Douglas, P. Eng.  
District Municipality of Muskoka  
Manager of Design Services  
70 Pine Street  
Bracebridge, ON P1L 1N3  
Phone: 705-645-6764  
Toll Free: 1-800-281-3483  
Fax: 705-645-7599  
E-mail: [cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca)

Chris Stilwell, P. Eng.  
Consultant Project Manager  
AECOM  
345 Ecclestone Drive  
Bracebridge, ON P1L 1R1  
Phone: 705-645-5992 ext. 3252012  
Fax: 705-645-1841  
E-mail: [chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)



August 8, 2012

**Ministry of the Environment**

Barrie District Office  
54 Cedar Pointe Drive  
Unit 1203  
Barrie, ON L4N 5R7

Dear Sir or Madam:

**Project No: 60241537**

**Regarding: Notice of Public Open House #1  
District Municipality of Muskoka  
Bracebridge North Transportation Corridor  
Class Environmental Assessment Study**

In January, the District Municipality of Muskoka initiated a Class Environmental Assessment (EA) Study for a proposed transportation corridor north of the Town of Bracebridge urban area between Highway 11 and Muskoka Road 118. This long term transportation planning study is being carried out as a Schedule 'C' project under the Municipal Class Environmental Assessment document.

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There is an opportunity at any time during the EA process for interested persons to provide comments. Any comments received pertaining to the study will be collected under the *Environmental Assessment Act* and, with the exception of personal information, will become part of the public record.

Please contact one of the following team members to receive further information, or to be removed from our Project mailing list:

Craig Douglas, P Eng.  
District Municipality of Muskoka  
Manager of Design Services  
70 Pine Street  
Bracebridge, ON P1L 1N3  
Phone: 705-645-6764  
Toll Free: 1-800-281-3483  
Fax: 705-645-7599  
E-mail: [cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca)

Chris Stilwell, P. Eng.  
Consultant Project Manager  
AECOM  
345 Ecclestone Drive  
Bracebridge, ON P1L 1R1  
Phone: 705-645-5992 ext. 3252012  
Fax: 705-645-1841  
E-mail [chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

Sincerely,  
**AECOM Canada Ltd.**



Chris Stilwell, P. Eng.  
Project Manager

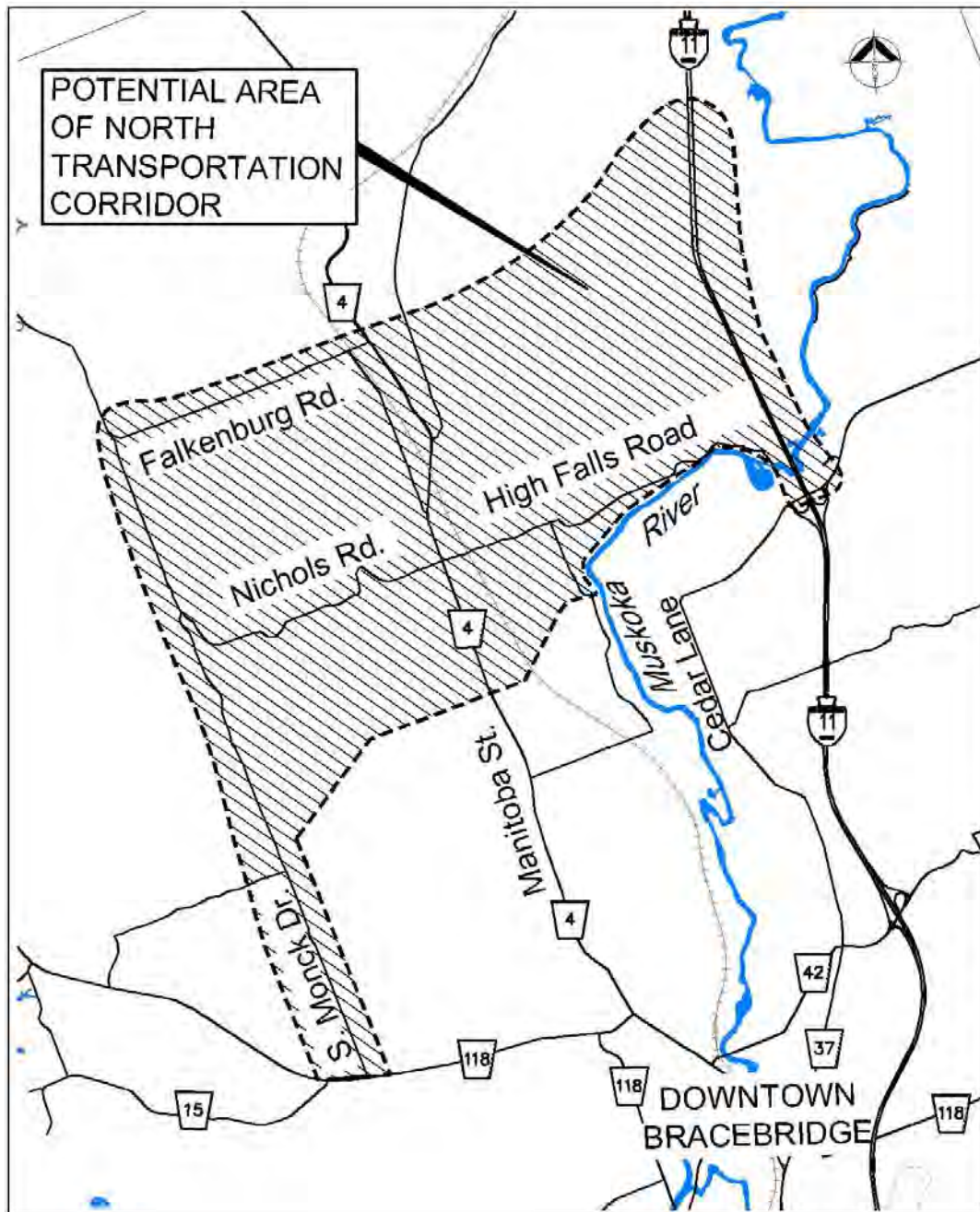
CS:dc  
Encl.

cc: Craig Douglas, Project Manager, District Municipality of Muskoka  
Valerie McGirr, Deputy Project Manager, AECOM



# KEY PLAN

## Bracebridge North Transportation Corridor



# Appendix B

Display Material for Public Open House #1

# Introduction and Background

- This study for the proposed Bracebridge North Transportation Corridor (BNTC) was initiated in January 2012
- The class environmental assessment (EA) process will involve developing, assessing, and evaluating alternatives
- Previous studies completed for the District Municipality of Muskoka (DMM) have recommended new transportation corridors north and west of Bracebridge
- MTO plans to convert Highway 11 to interchange access only
  - MTO EA Study was completed in 2011
  - The Recommended Plan in the approved Transportation Environmental Study Report (TESR) includes a bridge over Highway 11 at High Falls Road and an east service road between Alpine Ranch Road and the Cedar Lane interchange
  - During the MTO study, DMM noted their preference for a new interchange that would serve the future Bracebridge North Transportation Corridor (BNTC)
  - MTO noted that DMM must complete an EA Study for the BNTC in order to have the connection as a consideration for the future design of Highway 11
  - Timeline for Highway 11 construction is in the 20-30 year range



## Study Background

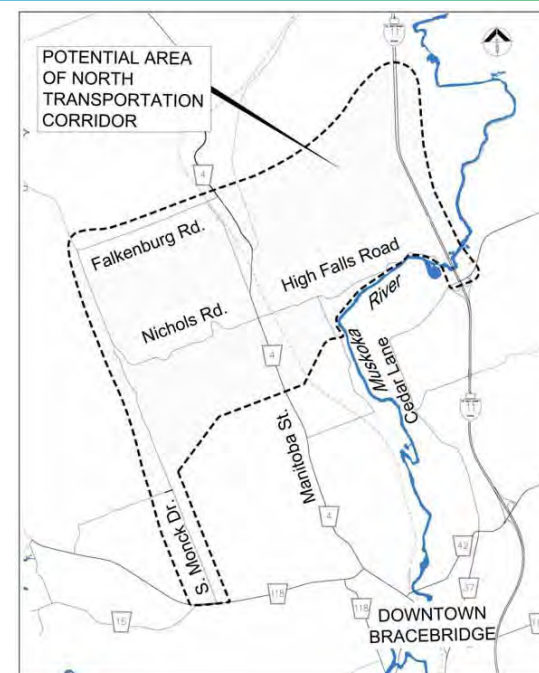
- BNTC is identified in the Official Plan
  - A new corridor will shift traffic travelling between Muskoka Road 118 and Highway 11 away from downtown streets
  - A new route provides an opportunity to address traffic operations, safety and level of service issues and concerns
  - BNTC will support planned growth in Bracebridge and facilitate travel to and from the north

## Study Purpose

- Identify a preferred corridor for the BNTC and obtain approval under the Municipal Class EA document
  - Complete a Class EA for a Schedule C project
    - Consider access to Holiday Park Drive, the MNR office on High Falls Road and the Bracebridge Resource Centre
    - Include service roads where necessary
    - Work with the MTO to determine acceptable Highway 11 interchange locations



## Study Area

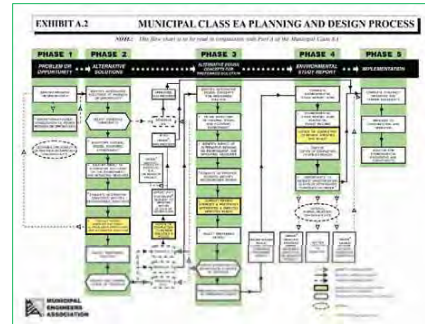




## Study Process

- Phase 1: Problem or Opportunity (Complete)
  - Review existing and future traffic, road and servicing conditions
  - Identify problems and opportunities
- Phase 2: Alternative Solutions
  - Identify alternative solutions
  - Develop and refine evaluation criteria
  - Assess and evaluate Alternative Solutions
  - Present Alternative Solutions at Public Open House (POH) #1
  - Summarize and consider input received at POH#1
  - Finalize selection of Alternative Solution
- Phase 3: Alternative Design
  - Identify alternative design alternatives
  - Refine evaluation criteria
  - Assess and evaluate Alternative Designs
  - Identify the Recommended Plan
  - Present Alternative Designs and Recommended Plan at POH #2
  - Prepare functional design drawings including staging and utilities
  - Obtain approvals in principle from regulatory agencies
  - Develop project cost estimate
  - Develop construction/staging plan
- Phase 4: Environmental Study Report
  - Prepare Environmental Study Report (ESR)
  - Prepare Study Completion Notice
  - Provide ESR for public and agency review

We are here



## Evaluation Factors

Factors that may be used in the evaluation process include:

- Transportation**
  - Accommodation of future vehicular travel demand (vehicular delay anticipated in the planning horizon year)
  - Accommodation of pedestrian and cyclist movements (ability to provide for non-auto modes)
  - Travel safety (vehicular and vulnerable road users)
  - Emergency service (affect on response times and accessibility)
  - Transportation network connectivity and compatibility (changes to connectivity, compatibility with other planned infrastructure)
  - Commercial goods movement (affect of travel and accessibility of commercial vehicles to destinations in and beyond Bracebridge)
  - Recreational trails (including snowmobile trails) (affect on existing and planned trails)
- Natural Environment**
  - Watercourses/fisheries/aquatic habitat (number of cold and warm water watercourses affected; type of habitat affected)
  - Vegetation and woodlots (area of natural vegetation/woodlots affected)
  - Wildlife/terrestrial habitat (area of terrestrial habitat and type of habitat affected)
  - Wetlands (area of wetland affected, type of wetland habitat affected and the potential effect of the impact)
  - Species at Risk (affects on potential habitat for SAR)
- Socio-cultural Environment**
  - Noise (number of sensitive receptors where the noise may increase by 5 dBA or more)
  - Visual aesthetics (number of properties within 200 m of the corridor with potential views of the corridor)
  - Residential property required (area/number affected)
  - Commercial property required (area/number affected)
  - Compatibility with existing/future land uses/plans (ability to accommodate existing and future land uses and Official Plan policies)
  - Archaeological resources (area of high archaeological potential affected)
  - Heritage resources (affect on heritage properties, infrastructure with historical significance or cultural)
- Economic Environment**
  - Future development potential (affect on accessibility of planned future development areas)
  - Accessibility to existing commercial areas (affect on access to existing commercial areas in Bracebridge and beyond)
- Engineering**
  - Construction impacts (including road and rail crossings)
  - Utility/service conflicts (including pipeline crossing)
- Construction Cost**
  - Estimated capital construction cost
  - Estimated utility relocation cost
  - Property acquisition (may be a relative measure using area/number affected as per socio-cultural)

## Consultation

- Public Open Houses (POH)
  - POH #1 – Alternative Solutions
  - POH #2 – Alternative Designs and Recommended Plan
- Website at [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca)
- Newspaper notices (also posted on website) for
  - Study Commencement, POH #1, POH #2, Study Completion
- Contact letters to agencies and stakeholders for
  - Study Commencement, POH #1, POH #2, Study Completion
- First Nations consultation for
  - Study Commencement, POH #1, POH #2, Study Completion
- Meetings with agencies, First Nations, groups and individuals to obtain input
- Newsletters (available on website) for
  - POH #1, POH #2
- Council presentations for
  - POH #2, Study Completion
- Environmental Study Report (ESR) for formal public review
  - 30-day public review period

We are here

## Schedule

Task	Timeline
Project Initiation	January 2012
Project Need/Alternative Solutions	Winter-Spring 2012
Existing Conditions	Spring-Summer 2012
Public Open House #1	August 2012
Alternative Routes/Designs	Summer-Fall 2012
Functional Design for Recommended Plan	Fall 2012-Winter 2013
Environmental Study Report (ESR)	Fall 2012-Winter 2013
Public Open House #2	Winter 2013
Final Council Presentation(s)	Winter 2013
ESR Public Review	Spring 2013

## Existing Traffic Conditions

Traffic counts for the major roads in the study area were compared to the expected capacity of the road. Locations where the volume to capacity ratio (v/c) is greater than 1.0 indicate that traffic problems may occur. Summer traffic volumes were used in the analysis to be consistent with previous work.

Collision records along major roads in the study area were examined. The data reviewed was from January 2001 to November 2011. Most collision occurrences were within the statistically expected ranges. However, there was a prevalence of collisions under dark conditions and wet pavement conditions along Manitoba Street between Monck Road and Falkenburg Road.

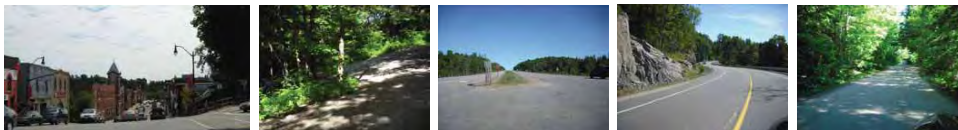
The topography and geology of the area around Bracebridge and the Muskoka River make the construction of roads costly and difficult in the area.

In 2010, MTO completed a Transportation Environmental Study Report (TESR) for the portion of the Highway 11 corridor from Cedar Lane/Muskoka Road 117 to about 1 km north of Alpine Ranch Road. The study evaluated various preliminary design options with the overall goal of eliminating at-grade intersections and entrances to Highway 11 to improve safety.

		Summer Average Weekday (SAWDT)			
Roadway	Historical Growth (%/yr)	PM Peak Hour	Daily	Daily Capacity	Volume to Capacity
High Falls Rd. (MR 50)					
East of MR 4	3.4%	182	1623	9812	0.17
East of Hwy 11	2.2%	175	1597	10040	0.16
Falkenburg Rd. (MR 47)					
West of MR 4	3.7%	55	490	9808	0.05
Manitoba St. (MR 4)					
West of Manitoba St.	1.3%	1128	14030	17413	0.81
South of James St.	1.8%	678	7511	13295	0.57
North of Meadow Heights Dr.	3.4%	538	5722	11700	0.49
North of Moore Rd.	1.0%	271	2904	11787	0.25
Muskoka Road 118 W. / Wellington St. S. (MR 118)					
South of MR 118/MR 4 Intersection	-0.5%	944	11381	14468	0.79
Ball's Flats just west of Wellington St.	0.2%	980	12269	20031	0.61
West of West Mall Rd.	-0.4%	1000	10323	14452	0.71
Taylor Rd. (MR 42)					
West end of Muskoka Rd. Bridge	3.6%	1095	13371	12211	1.10
East of Pine St.	4.9%	936	11171	16708	0.67
Manitoba St./ Muskoka Rd. (MR 37)					
South of Ida St.	0.5%	858	9799	8699	1.13

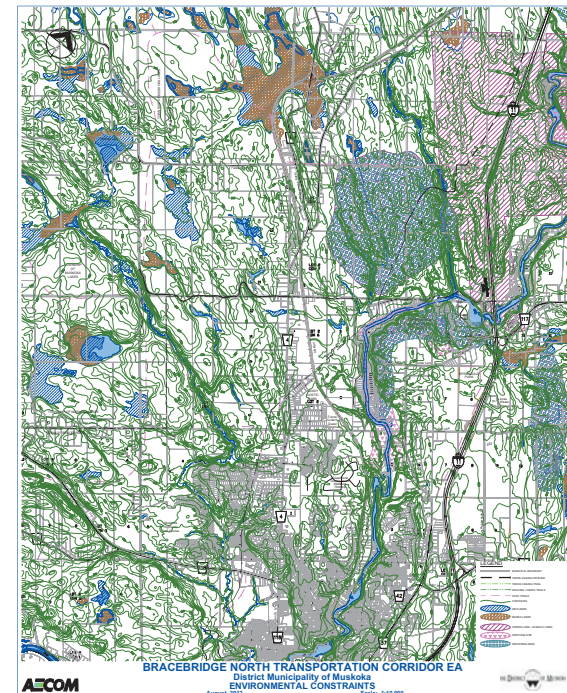
## Problems and Opportunities

- Problems
  - Limited downtown capacity. The route between the Taylor Road interchange on Highway 11 and MR 118 is nearing capacity.
  - Limited existing connectivity across the Muskoka River. Because the river is a barrier, travel is limited to bridge locations.
  - Need to maintain access to areas adjacent to Highway 11 when direct highway access is closed.
- Opportunities
  - Enhance connections to Highway 11
  - Build a road alignment to current arterial standards
  - Provide an alternative route for traffic from new developments and improve connections to new developments



## Transportation Conditions

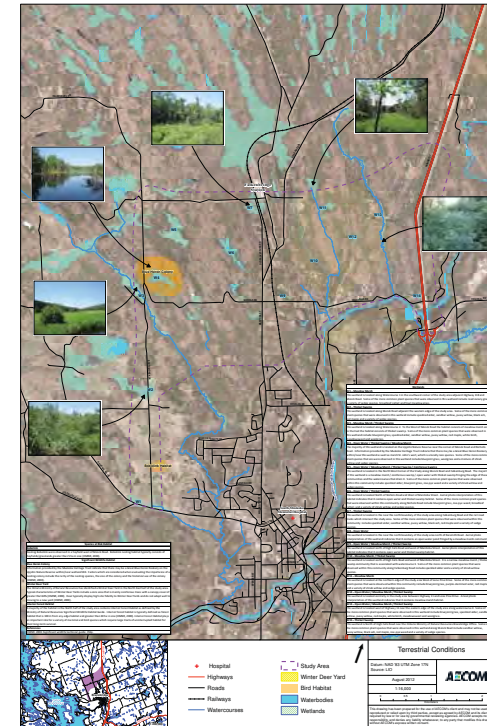
- Traffic growth rates within the study area between 1996 and 2011 varied between -0.8% and 4.9%. A twenty year horizon is typical for most long-term planning studies and growth rates are uncertain over this period. For this reason, the traffic volumes were calculated for growth rates of 1%, 2% and 3% per year.
- On Muskoka Road 42 east of Pine Street, with the projected growth rates of 1%, 2% and 3%, traffic volumes are expected to result in v/c ratios of greater than 1.0 indicating that the capacity of the road has been exceeded by the volume of traffic. When the traffic volumes reach the capacity of the roadway, congestion will occur and it is likely that people will search for an alternative route. This alternative route could be the north corridor.
- At the Taylor Road interchange with Highway 11, the current traffic volumes indicate that over an 8 hour period, 67% of the traffic or 2025 vehicles turn left to head north on Highway 11. It is likely that some of this traffic could shift to the north corridor to access Highway 11. This same phenomenon has been observed on High Falls Road where traffic volumes increased from 500-600 vehicles per day (vpd) in 2008 to 1500 vpd in 2011 after construction of improvements to High Falls Road. This increase in volumes on High Falls Road shows a tendency by drivers to use a northern route to access Highway 11.
- The 1994 Bracebridge Transportation Study predicted a SADT (Summer average daily traffic) volume of 1850 vehicles on the new north transportation corridor road. When the predicted traffic from new development in Bracebridge is added to this traffic volume as well as the number of vehicles that might transfer to the new road corridor to use a road with less traffic, the expected daily traffic on the new road is 5534 vehicles.
- There is a need to maintain access to the Resource Management Centre and MNR offices once the current at-grade accesses to Highway 11 are closed.





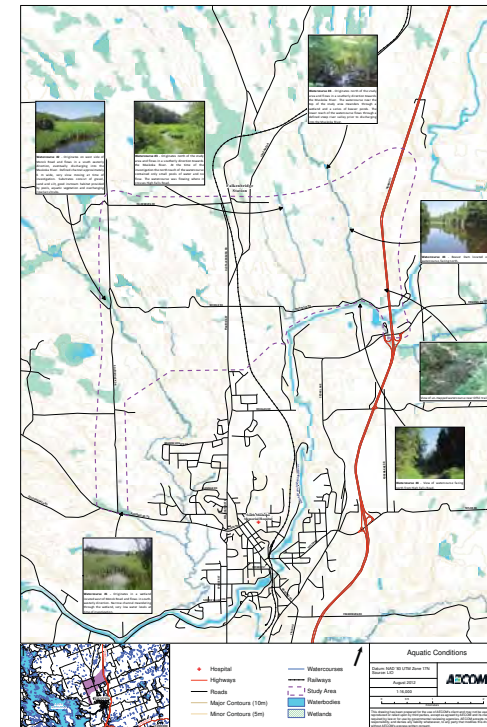
THE DISTRICT OF MUSKOKA

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THE DISTRICT OF MUSKOKA

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# Assessment and Evaluation of Alternative Solutions

- The alternative solutions considered are:
  - Do nothing
  - Improve existing routes through realignment, intersection improvements, removing parking, widening
  - Build a new road corridor

Evaluation Criteria	Do Nothing	Improve Existing Routes	New Corridor
Is it technically feasible?	<ul style="list-style-type: none"> <li>Yes</li> <li>The current situation is functioning.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> <li>There is little right-of-way space available through the downtown area to widen existing roads. (Manitoba St., Taylor Road).</li> <li>Existing roads such as Cedar Lane, and High Falls Road have challenging geometric features that cannot easily be improved.</li> </ul>	<ul style="list-style-type: none"> <li>Yes</li> <li>A new corridor is technically challenging from the perspective of topography and natural features.</li> <li>A new crossing of the pipeline is required.</li> <li>There is an opportunity to introduce a grade separation of the rail line.</li> </ul>
Will it improve traffic operations? Will it improve the Town's connections to Highway 11?	<ul style="list-style-type: none"> <li>No</li> <li>Traffic operations will deteriorate as Bracebridge continues to grow.</li> <li>No new connection to Highway 11.</li> </ul>	<ul style="list-style-type: none"> <li>Potentially</li> <li>Traffic operations could potentially be improved marginally if the technical challenges were able to be overcome.</li> <li>Connections to Highway 11 are not improved with this option.</li> </ul>	<ul style="list-style-type: none"> <li>Yes</li> <li>Traffic operations through Bracebridge and in the vicinity of the north corridor will be improved with the new corridor construction.</li> <li>A new interchange with Highway 11 is feasible with the new corridor.</li> </ul>
Are the impacts to the natural, social and other environmental features largely mitigatable?	<ul style="list-style-type: none"> <li>No</li> <li>There are no impacts to the natural environment</li> <li>Impacts to the social environment include increased noise levels along existing roads.</li> <li>Economic impacts would include congestion along downtown streets, which would lead people to avoid the area.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> <li>There would be significant impacts to properties, homes and businesses adjacent to the road corridors to be widened. The character of Bracebridge would be impacted.</li> <li>Removing on-street parking would impact adjacent businesses.</li> <li>Natural features adjacent to or crossing the road corridors would be impacted (watercourse crossings, edge vegetation).</li> </ul>	<ul style="list-style-type: none"> <li>Potentially. A detailed mitigation plan will be required.</li> <li>Improved traffic will encourage people to visit downtown, a positive effect.</li> <li>The construction of a new corridor will have impacts on the natural environment (new watercrossings, loss of wetlands, vegetation and habitats).</li> <li>Some impacts to rural properties and hunt camps are possible.</li> </ul>
Summary	Does not address the problem or the opportunities. Does not support future growth in Bracebridge.	Technical challenges and significant environmental impacts make this alternative undesirable.	This alternative addresses the problem and the opportunities. The adverse impacts will need to be examined in detail and eliminated or reduced to the extent feasible.
RECOMMENDATION	Carry Forward for comparison purposes	Do not carry forward	<b>CARRY FORWARD AS THE PREFERRED SOLUTION</b>

## Next Steps

- Consider and document comments received from the public, external agencies and interest groups
- Complete seasonal field work
- Develop route alternatives
- Develop design alternatives
- Assess and evaluate route alternatives and alternative designs
- Identify preferred alternative and design
- Hold Public Open House #2



Thank you for Attending

We encourage you to provide your comments in writing

All information/comments received will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Comment sheets are available. Please deposit completed comment sheets in the box provided or mail/fax/e-mail your comments to the address shown on the bottom of the comment sheet by **September 6, 2012**.

If you would like to receive future study notices, please fill out a comment sheet requesting that your name be added to the project mailing list.

# Appendix C

Newsletter #1



## NEWSLETTER #1

# Bracebridge North Transportation Corridor Class Environmental Assessment Study

### INTRODUCTION AND BACKGROUND

The District Municipality of Muskoka (DMM) initiated a Class Environmental Assessment (EA) Study in January 2012 for a proposed transportation corridor north of the Town of Bracebridge urban area between Highway 11 and Muskoka Road 118.

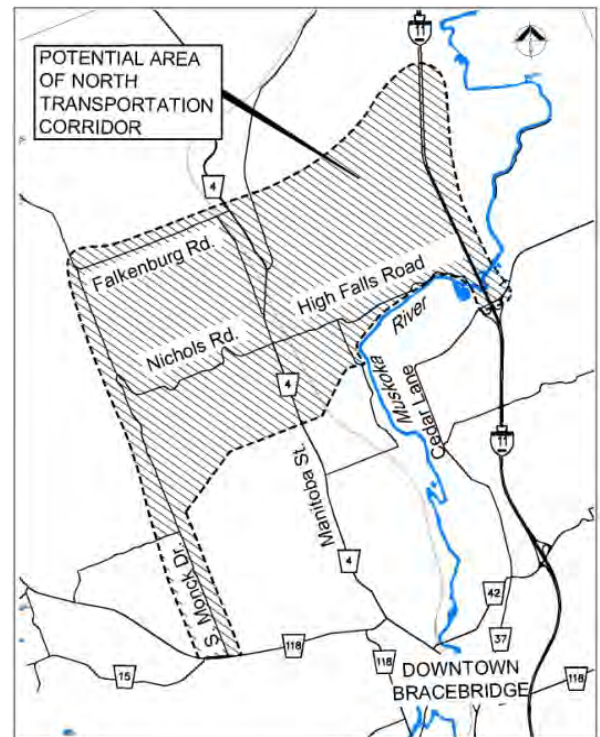
Previous studies completed for the District Municipality of Muskoka have recommended new transportation corridors north and west of Bracebridge.

Bracebridge North Transportation Corridor (BNTC) is identified in the Official Plan:

- A new corridor will shift traffic travelling between Muskoka Road 118 and Highway 11 away from downtown streets
- A new route provides an opportunity to address traffic operations, safety and level of service issues and concerns
- BNTC will support planned growth in Bracebridge and facilitate travel to and from the north

MTO plans to convert Highway 11 to interchange access only:

- MTO EA Study was completed in 2011
- The Recommended Plan in the approved Transportation Environmental Study Report (TESR) includes a bridge over Highway 11 at High Falls Road and an east service road between Alpine Ranch Road and the Cedar Lane interchange
- During the MTO study, DMM noted their preference for a new interchange that would serve the future Bracebridge North Transportation Corridor (BNTC)
- MTO noted that DMM must complete an EA Study for the BNTC in order to have the connection as a consideration for the future design of Highway 11
- Timeline for Highway 11 construction is in the 20-30 year range



### PROCESS

This long term transportation planning study is being carried out as a Schedule 'C' project under the Municipal Class Environmental Assessment document.

The EA process will involve developing, assessing, and evaluating alternatives, which will result in a recommended plan to be presented to the public and Council.

### STUDY PURPOSE

The purpose of the study is to **identify a preferred corridor for the BNTC** and obtain approval under the Municipal Class EA document. This Schedule 'C' project under the Class EA will also:

- Consider access to Holiday Park Drive, the MNR office on High Falls Road and the Bracebridge Resource Centre
- Include service roads where necessary
- Work with the MTO to determine acceptable Highway 11 interchange locations

## STUDY PHASES

The Class EA study involves the following work:

- Phase 1: Problem or Opportunity (Complete)
  - Review existing and future traffic, road and servicing conditions
  - Identify problems and opportunities
- Phase 2: Alternative Solutions (Being Completed)
  - Identify alternative solutions
  - Develop and refine evaluation criteria
  - Assess and evaluate Alternative Solutions
  - Present Alternative Solutions at Public Open House (POH) #1
  - Summarize and consider input received at POH#1
  - Finalize selection of Alternative Solution
- Phase 3: Alternative Design
  - Identify alternative design alternatives
  - Refine evaluation criteria
  - Assess and evaluate Alternative Designs
  - Identify the Recommended Plan
  - Present Alternative Designs and Recommended Plan at POH #2
  - Prepare functional design drawings including staging and utilities
  - Obtain approvals in principle from regulatory agencies
  - Develop project cost estimate
  - Develop construction/staging plan
- Phase 4: Environmental Study Report
  - Prepare Environmental Study Report (ESR)
  - Prepare Study Completion Notice
  - Provide ESR for public and agency review



## CONSULTATION

- Public Open Houses (POH)
  - POH #1 – Alternative Solutions
  - POH#2 – Alternative Designs and Recommended Plan
- Website at [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca)
- Newspaper notices (also posted on website) for
  - Commencement, POH #1, POH #2, Completion
- Contact letters to agencies and stakeholders for
  - Commencement, POH #1, POH #2, Completion
- First Nations Consultation for
  - Commencement, POH #1, POH #2, Completion
- Meetings with agencies, First Nations, groups and individuals to obtain input
- Newsletters (available on website) for
  - POH #1, POH #2
- Council presentations for
  - POH#2, Study Completion
- ESR for formal public review
  - 30-day public review period

Milestone:	Timeframe:
<b>Project Initiation</b>	January 2012
<b>Project Need/Alternative Solutions</b>	Winter-Spring 2012
<b>Existing Conditions</b>	Spring-Summer 2012
<b>POH #1</b>	August 2012
<b>Alternative Routes/Designs</b>	Summer-Fall 2012
<b>Functional Design for Recommended Plan</b>	Fall 2012 - Winter 2013
<b>Environmental Study Report</b>	Fall 2012 - Winter 2013
<b>POH #2</b>	Winter 2013
<b>Presentation to Council</b>	Winter 2013
<b>ESR Public Review</b>	Spring 2013

## PROBLEMS AND OPPORTUNITIES

- **Problems**
  - Limited downtown capacity. The route between the Taylor Road interchange on Highway 11 and MR 118 is nearing capacity
  - Limited existing connectivity across the Muskoka River. Because the river is a barrier, travel is limited to bridge locations
  - Need to maintain access to areas adjacent to Highway 11 when direct highway access is closed
- **Opportunities**
  - Enhance connections to Highway 11
  - Build a road alignment to current arterial standards
  - Provide an alternative route for traffic from new developments and improve connections to new developments

## ASSESSMENT AND EVALUATION OF ALTERNATIVE SOLUTIONS

The following alternative solutions were examined:

- Do Nothing
- Improve existing routes through realignment, intersection improvements, removing parking, widening
- Build a new road corridor

Evaluation Criteria	Do Nothing	Improve Existing Routes	New Corridor
<b>Is it technically feasible?</b>	<ul style="list-style-type: none"> <li>• Yes</li> <li>• The current situation is functioning.</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> <li>• There is little right-of-way space available through the downtown area to widen existing roads. (Manitoba St., Taylor Road).</li> <li>• Existing roads such as Cedar Lane, and High Falls Road have challenging geometric features that cannot easily be improved.</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> <li>• A new corridor is technically challenging from the perspective of topography and natural features.</li> <li>• A new crossing of the pipeline is required.</li> <li>• There is an opportunity to introduce a grade separation of the rail line.</li> </ul>
<b>Will it improve traffic operations?</b>  <b>Will it improve the Town's connections to Highway 11?</b>	<ul style="list-style-type: none"> <li>• No</li> <li>• Traffic operations will deteriorate as Bracebridge continues to grow.</li> <li>• No new connection to Highway 11.</li> </ul>	<ul style="list-style-type: none"> <li>• Potentially</li> <li>• Traffic operations could potentially be improved marginally if the technical challenges were able to be overcome.</li> <li>• Connections to Highway 11 are not improved with this option.</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> <li>• Traffic operations through Bracebridge and in the vicinity of the north corridor will be improved with the new corridor construction.</li> <li>• A new interchange with Highway 11 is feasible with the new corridor.</li> </ul>
<b>Are the impacts to the natural, social and other environmental features largely mitigatable?</b>	<ul style="list-style-type: none"> <li>• No</li> <li>• There are no impacts to the natural environment</li> <li>• Impacts to the social environment include increased noise levels along existing roads.</li> <li>• Economic impacts would include congestion along downtown streets, which would lead people to avoid the area.</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> <li>• There would be significant impacts to properties, homes and businesses adjacent to the road corridors to be widened. The character of Bracebridge would be impacted.</li> <li>• Removing on-street parking would impact adjacent businesses.</li> <li>• Natural features adjacent to or crossing the road corridors would be impacted (watercourse crossings, edge vegetation).</li> </ul>	<ul style="list-style-type: none"> <li>• Potentially. A detailed mitigation plan will be required.</li> <li>• Improved traffic will encourage people to visit downtown, a positive effect.</li> <li>• The construction of a new corridor will have impacts on the natural environment (new watercrossings, loss of wetlands, vegetation and habitats).</li> <li>• Some impacts to rural properties and hunt camps are possible.</li> </ul>
<b>Summary</b>	Does not address the problem or the opportunities. Does not support future growth in Bracebridge.	Technical challenges and significant environmental impacts make this alternative undesirable.	This alternative addresses the problem and the opportunities. The adverse impacts will need to be examined in detail and eliminated or reduced to the extent feasible.
<b>RECOMMENDATION</b>	Carry Forward for comparison purposes	Do not carry forward	<b>CARRY FORWARD AS THE PREFERRED SOLUTION</b>

## ENVIRONMENTAL CONDITIONS

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- The Bracebridge North Transportation Corridor (BNTC) study area is located on the Ontario Shield in the Georgian Bay Ecoregion 5E.
- Forest habitat, which comprises a majority of the north half of the study area, consists of a variety of forest communities including: sugar maple forest; white pine, red maple, and eastern hemlock mixed forest; and trembling aspen, white spruce and white pine mixed forest.
- A total of 14 wetland areas were identified within the study area.
- Bobolink, a threatened species under Ontario Species at Risk Act, was observed in a hayfield located in the southern half of the study area adjacent to South Monck Road.
- Significant wildlife habitat that is present within the forested northern half of the study area includes: colonial bird nesting sites (great blue heron rookery); winter deer yard; and habitat for area sensitive species.
- The BNTC study area is located in the North Branch subwatershed of the Muskoka River Watershed.
- The Muskoka watershed contains predominately cool and cold water fish species.
- There are a mix of wetlands, beaver ponds and both permanent and intermittent streams.
- There are 4 permanent watercourses that likely provide fish habitat within the study area.
- There were two un-mapped watercourses located near Highway 11 and the OFSC Trails towards the eastern limit of the study area. Both were flowing at the time of the investigation.
- Several intermittent channels convey seasonal flow and provide connectivity between wetlands and beaver ponds.
- Muskoka River is located adjacent to the study area and is the receiving water body of all four watercourses in the study area.

## NEXT STEPS

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- Consider and document comments received from the public, external agencies and interest groups
- Complete seasonal field work
- Develop route alternatives
- Develop design alternatives
- Assess and evaluate route alternatives and alternative designs
- Identify preferred alternative and design
- Hold Public Open House #2

## STUDY CONTACT

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For further information regarding this study, please contact:

**Craig Douglas, P. Eng.**  
**District Municipality of Muskoka**  
**Manager of Design Services**  
**70 Pine Street**  
**Bracebridge, ON P1L 1N3**  
**Phone: 705-645-6764**  
**Toll Free: 1-800-281-3483**  
**Fax: 705-645-7599**  
**E-mail: [cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca)**

**Chris Stilwell, P. Eng.**  
**Consultant Project Manager**  
**AECOM**  
**345 Ecclestone Drive**  
**Bracebridge, ON P1L 1R1**  
**Phone: 705-645-5992 ext. 3252012**  
**Fax: 705-645-1841**  
**E-mail [chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)**

# Appendix D

Comment Sheets



# Bracebridge North Transportation Corridor

## COMMENT SHEET

### Public Open House #1

August 23, 2012

Thank you for attending this Public Open House. Your participation and input is key to the successful completion of this study. For your information, the display material will be available on-line at [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca)

Comments and suggestions related to the Environmental Assessment study are being collected at this Public Open House. Material collected through the comment process will be maintained on file for use during the study and will be included in study documentation. With the exception of personal information, all comments will become part of the public record. You may leave your comment sheet in the designated box when you leave tonight, or send it to the address listed below by **September 6, 2012**.

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**District Municipality of Muskoka**  
**Manager of Design Services**  
 70 Pine Street  
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Using High Falls Rd would be extremely unwise due to:

- ① Noise level for residential properties
- ② Safety problems with large hills + curves
- ③ Opportunity for Environmental disaster if trucks spill toxic material into river - driving that road is particularly difficult in winter
- ④ Northern By-Pass should not follow a significant length of the Muskoka River.
- ⑤ Not reasonable for high volume traffic and trucks especially in winter.

# Bracebridge North Transportation Corridor

## COMMENT SHEET

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DON'T PUT THE ROUTE TOO FAR IN THE  
 NORTH OF THE STUDY AREA. IT WOULD BE  
 USED FAR MORE IF ITS IN THE SOUTHERLY HALF.



# Bracebridge North Transportation Corridor

## COMMENT SHEET

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**August 23, 2012**

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I WOULD LIKE TO RECEIVE COPIES OF  
 THE STUDIES THAT HAVE BEEN COMPLETED  
 BUT WERE NOT AVAILABLE AT THE MEETING.

## COMMENT SHEET

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① Do not need!!

② Think cost benefit in these economic times

③ Destruction of EP areas

④ loss of rural life style

⑤ effect on hunt camps

⑥ Loss of snowmobile trails

⑦ loss of business in Bracebridge

⑧ Status of South By Pass on Golden Beach Rd.

⑨ Will a clover leaf be required if they build a Northern and Southern By pass joining on Hwy 118 west

## COMMENT SHEET

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- 1) What is the timing for this project
- 2) What is the cost of project
- 3) What is the status of the proposed South Corridor
- 4) Will there be a "study" on the effect of a  
"by pass" to the three downtown retail areas.
- 5) Do Traffic counts, surveys justify the cost of  
this project?
- 6) Does MTO have authority to mandate this type  
of project - if so, can Towns or Districts eg.  
Muskoka, Bracebridge oppose the MTO



## COMMENT SHEET

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August 23, 2012**

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*Please add me to the mailing list*

Add to Mailing List

-----  
Name: \_\_\_\_\_  
Representing (if applicable): \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
Postal Code: \_\_\_\_\_  
E-mail: \_\_\_\_\_

8



Name: \_\_\_\_\_  
Representing (if applicable): \_\_\_\_\_  
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Postal Code: \_\_\_\_\_  
E-mail: \_\_\_\_\_

9

Please add to mailing list



Name: \_\_\_\_\_  
Representing (if applicable): \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
Postal Code: \_\_\_\_\_  
E-mail: \_\_\_\_\_

10



From:  
Sent: Monday, August 13, 2012 11:26 AM  
To: Stilwell, Chris  
Subject: South Monck Drive

Chris - we have quite a bit of frontage on South Monck - all of which is used for  
Do your plans impact these lands?

Thanks,



## Communication Record

Date	August 16, 2012	Time	
Between	Chris Stilwell, AECOM	and	
Telephone #		Project #	60241537
Project Name	Bracebridge North Transportation Corridor		
Subject			

**PLEASE NOTE:** If this communication record does not agree with your records of the meeting, or if there are any omissions, please advise. Otherwise it will be assumed that the contents of this record are correct.

### Comments

The Sportsplex was a poor choice of venue for the POH since interested individuals without a vehicle are excluded due to the non-central location of the Sportsplex. She also advised that without public transit in Bracebridge, the only option is a taxi which is cost prohibitive.

I told her the information was available on-line (but she doesn't have a computer). I also told her that there was a future meeting and we would take her comment into consideration when choosing the venue for that meeting.

## Communication Record

Date	August 24, 2012	Time	
Between	Chris Stilwell, AECOM	and	Kristie Virgoe
Telephone #	705-645-7393	Project #	60241537
Project Name	Bracebridge North Transportation Corridor		
Subject			

**PLEASE NOTE:** If this communication record does not agree with your records of the meeting, or if there are any omissions, please advise. Otherwise it will be assumed that the contents of this record are correct.

### Comments

She was following up on a discussion with either Wendy or Vanessa at the meeting. She is going to send us a letter to follow-up for the files.

She advised that the lands they owned were transferred under an Environment Canada special program and as such got special tax relief. If the land use changes, including through expropriation, they are not supposed to but if they do they could pay a tax penalty of up to 50% of the value of the land.

The Trust wants us to take this into consideration when evaluating alternatives. I agreed.

**From:** Kristie Virgoe [<mailto:exec.dir@muskokaheritage.org>]  
**Sent:** Monday, August 27, 2012 1:05 PM  
**To:** Stilwell, Chris  
**Subject:** ecological Gifts

Hi Chris:

I just got word from Environment Canada with regards to the EcoGift on the Upjohn Nature Reserve. In essence the act states that the penalty would be equal to 50% of the appraised value of the property at the time of the change in use. I've included the wording from the act for you here.

*Any charity, municipality or public body performing a function of government in Canada (referred to in this section as the "recipient") that any time in a taxation year, without the authorization of the Minister of the Environment, or a person designated by that Minister, disposes or changes the use of a property described in paragraph 110.1(1)(d) or in the definition "total ecological gifts" in subsection 118.1(1) and given to the charity or municipality after February 27, 1995 shall, in respect of the year pay a tax under this Part equal to 50% of the fair market value of the property at the time of the disposition or change.*

At the time of the donation, the Upjohn property was appraised at \$103,000. The total size of the property is 114 acres.

I will formalize all this information in a letter later this week.

Thanks.  
Kristie.

*Kristie Virgoe  
Executive Director  
Muskoka Heritage Foundation  
Muskoka Heritage Trust  
705-645-7393 ext 204  
[exec.dir@muskokaheritage.org](mailto:exec.dir@muskokaheritage.org)*



**MUSKOKA**  
**HERITAGE TRUST**

11-B Taylor Road, Box 482  
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T: 705-645-7393 F: 705-645-7888  
E: [trustinfo@muskokaheritage.org](mailto:trustinfo@muskokaheritage.org)  
[www.muskokaheritage.org](http://www.muskokaheritage.org)  
Charitable BN 890408883RR0001

September 5, 2012

AECOM  
345 Ecclestone Drive  
Bracebridge, ON  
P1L 1R1  
Attn: Mr. Chris Stilwell

**Re: Bracebridge North Transportation Corridor**

Dear Mr. Stilwell:

The Muskoka Heritage Trust (MHT) would like to thank you for your ongoing communication regarding the Bracebridge North Transportation Corridor and the Class Environmental Assessment Study that you are currently working through. Your recent public open house was very useful to understand the purpose of the project and the potential impacts that it will have on our community. In reviewing your "Potential Area of North Transportation Corridor" map, the Muskoka Heritage Trust has identified that one of our properties, The Upjohn Nature Reserve, lies within the boundary.

While MHT recognizes that this initial map is a broad picture of where the corridor may be located, we feel it is important to provide you with some information regarding the property as it may have an impact on your decision making process. The Upjohn Nature Reserve, roll #'s 4418 030 006 03400 and 4453 090 001 00300, was acquired through the Federal Government's Ecological Gift Program. As a registered recipient of ecological gifts, MHT must adhere to a number of requirements including a "change of use" process. In essence, any desire to change the use of a property acquired through the Eco-Gift program must be approved by Environment Canada prior to any action being taken. To acquire this approval we must be able to demonstrate that the proposed change will not impact the protected lands in a negative way. Under the Income Tax Act, if MHT were to allow a change of use to take place without this approval we could face a financial penalty of 50% of the fair market value of the property at the time of the change in use. The precise wording from the act is:

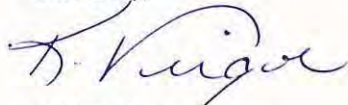
*"Any charity, municipality or public body performing a function of government in Canada (referred to in this section as the "recipient") that any time in a taxation year, without the authorization of the Minister of the Environment, or a person designated by that Minister, disposes or changes the use of a property described in paragraph 110.1(1)(d) or in the definition "total ecological gifts" in subsection 118.1(1) and given to the charity or*

*municipality after February 27, 1995 shall, in respect of the year pay a tax under this Part equal to 50% of the fair market value of the property at the time of the disposition or change."*

It is the opinion of MHT that an expropriation of any part of the Upjohn Nature Reserve would likely trigger such a tax, given that the proposed work will most definitely impact the protected lands. As you can appreciate, such a tax would have a significant financial impact on MHT.

It is our understanding that no final decisions regarding the location of the road have been made to date, so we wish to provide this information to you for your consideration in locating the corridor. Based on the information from the open house and our telephone conversation in late August, I understand that a more detailed corridor area will be identified in the coming months. We are happy to provide any additional information to you regarding the Ecological Gift Program or the property in question. If there is any information that Muskoka Heritage Trust can provide please do not hesitate to contact me.

Sincerely,

A handwritten signature in dark ink, appearing to read 'K. Virgoe', with a stylized flourish at the end.

Kristie Virgoe  
Executive Director  
Muskoka Heritage Trust



September 4, 2012

14

Mr. Craig Douglas, P.Eng.  
District Municipality of Muskoka  
Manager of Design Services  
70 Pine Street  
Bracebridge, Ontario P1L 1N3

Mr. Chris Stilwell, P.Eng.  
Consultant Project Manager  
AECOM  
345 Ecclestone Drive  
Bracebridge, Ontario P1L 1R1

Re: Bracebridge North Transportation Corridor

Thank you for the opportunity to comment on the aforementioned project.

I understand there is a need for long range planning and I commend the Town of Bracebridge and the District of Muskoka for their foresight. A northern bypass will likely be required and/or beneficial sometime in the future. Establishing a timeline for that need is critical for planning purposes. The stated timeline for the Highway 11 construction is 20-30 years and therefore I would expect the construction of the BNTC would also be several years away.

The area which is of the greatest interest and concern to me is South Monck Drive from Partridge Lane to Highway 118 since I reside at

I do not feel it is appropriate to use this existing road/street as part of a bypass for the following reasons:

1. There is significant development existing on this road. There are at present 14 entrances onto the road which is approximately 2 km in length. Because of the hills many of these entrances have limited visibility. Two of the entrances serve a veterinary clinic and a golf course with substantial traffic. Using this section of road as a bypass would greatly increase the risk of accidents when entering or exiting. One of your stated objectives is exactly the opposite, to decrease or eliminate hazards.
2. In addition to the existing situation and use, one must consider future development since the bypass will not be constructed for several years. An extension of the street from the Covered Bridge subdivision to intersect with South Monck Drive will be constructed in the near future. There are already several subdivided lots created adjacent to the road. One can only guess at what other development may occur between now and the construction of the bypass.
3. The existing road right-of-way is only 66' wide. It is my understanding that any District roads and presumably this bypass would require a minimum 80' wide right-of-way. This would necessitate the purchase or expropriation of lands from multiple owners which would not be welcomed by any of them.



4. The construction of the road base of South Monck Drive was not and is not designed to accommodate the type of road proposed with a significant increase in traffic volume. It is built mostly over a clay base with some bedrock near the surface. Anyone who travels it regularly knows that it goes up and down each year because of the frost. Therefore, from a construction cost point of view there would be no advantage gained from using this route. The entire road would have to be removed and reconstructed from the bottom up. This would have to be accomplished while keeping the road passable for existing traffic.
5. South Monck Drive was originally a side road used to access the farms in the area. Although there has been development on this road and also on Crawford Road and Partridge Lane to the north, it remains essentially a rural road. The people who live in this area made the choice to do so because it is a rural road and area. They enjoy the peace and quiet as compared to an urban setting. They enjoy the scenery, the wildlife and the limited local traffic on the road. The road is used regularly for walking running or cycling by the residents and others. The use of this section of road as a bypass would destroy all of that. The increased noise, traffic, traffic speed and hazards would all be detrimental and would devalue all of our properties.

I would suggest that an alternate route would eliminate many of these problems and would provide some additional benefits.

- Alternate #1: I believe that a new road corridor should be created running west from the northern part of South Monck Drive and intersecting Hwy 118 near the junction of Ziska Road or Cedar Beach Road or further west. The corridor would be established north of Partridge Lane since the use of that existing road presents and creates the same problems as those encountered on the southern part of South Monck Drive as stated earlier.
- Alternate #2: Create a new road from the west end of Nichols Road to meet Ziska Road at its intersection with Baldwin Road. Travel west on Ziska Road and intersection Hwy 118 at the top of "Aston Villa" hill.

These alternatives should be considered for the following reasons:

1. The new road allowance would be 80' wide or more if desired.
2. Road construction would be unimpeded by existing traffic. The road could be constructed to today's standards without having to rip up existing roads.
3. Land acquisition would be simplified as there would be fewer land owners to deal with. The value/cost of land would be less in undeveloped areas.
4. It would avoid the alteration, destruction or disruption of the circumstances and lifestyles of all those who presently reside on South Monck Drive or Partridge Lane.
5. Access points or driveways can be regulated, controlled, or prohibited on the new road.



6. The bypass could be accessed from the north and south by South Monck Drive and Ziska Road.
7. Alternative #1 would make it possible to eliminate the present intersection of Ziska Road at Highway 118 which would be desirable because of the hill leading to the highway.
8. Either of these alternatives may be more appealing to traffic from the south when their destination is the Leonard Lake area, Milford Bay, Port Carling or points in between and beyond. I understand that the primary objective is to serve traffic arriving from or going north on Hwy 11. However if the proposed bypass provided a reasonable option to those coming from the south it could provide some relief in that regard. I believe alternative #1 or #2 would accomplish this and may therefore negate or at least postpone the need for a southern bypass which includes the construction of a multimillion dollar bridge and the purchase and elimination of several expensive waterfront residential properties. If the southern bypass was eventually constructed it could easily connect with alternative #1 at or near Cedar Beach Road and Highway 118.

Construction of the northern bypass in the proposed corridor on South Monck Drive to Hwy 118 would eliminate all of these potential benefits. People coming from the south are not going to drive north to High Falls Road, west to South Monck Drive and then south to Hwy 118 to reach a point which is only 8.5 km from where they originally could have left Hwy 11.

Perhaps this northern bypass should be considered more from a District of Muskoka point of view rather than just a Bracebridge point of view. Many people residing or travelling to and from the Township of Muskoka Lakes could be served by this road if located properly.

At this time, I believe it would be prudent to expand the proposed corridor and the Class Environmental Assessment Study to include the lands which would be required for the stated alternatives.

Respectfully submitted by

-----Original Message-----

From:

Sent: Wednesday, September 05, 2012 9:55 PM

To: Stilwell, Chris

Cc: Craig Douglas; John Klinck; Steve Clement; Lori-Lynn Giaschi-Pacini; Allen

Edwards; Alice Murphy; Graydon Smith; Scott Young; Tony White

Subject: Bracebridge North Transportation Corridor

Chris,

On behalf of the residents listed below, I'm writing to express concern about both, the process and the area designated for the Bracebridge North Transportation Corridor. We all attended the open-house on August 23rd, but felt that we were not presented with enough information to respond intelligently or ask the appropriate questions. Accordingly, we request copies of all studies relating to the plan done so far.

Also, Chris, once we have had a reasonable time to review the studies, we would all appreciate it if you would agree to come with the relevant maps, charts, etc. and tell us in plain language what the plan is to date and answer our questions.

Thanks very much for your attention to this.

**COMMENT SHEET**

**Public Open House #1**  
**August 23, 2012**

RECEIVED

SEP 05 2012

Thank you for attending this Public Open House. Your participation and input is key to the successful completion of this study. For your information, the display material will be available on-line at [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca)

Comments and suggestions related to the Environmental Assessment study are being collected at this Public Open House. Material collected through the comment process will be maintained on file for use during the study and will be included in study documentation. With the exception of personal information, all comments will become part of the public record. You may leave your comment sheet in the designated box when you leave tonight, or send it to the address listed below **by September 6, 2012.**

**Craig Douglas, P. Eng.**  
**District Municipality of Muskoka**  
**Manager of Design Services**  
 70 Pine Street  
 Bracebridge, ON P1L 1N3  
 Phone: 705-645-6764  
 Toll Free: 1-800-281-3483  
 Fax: 705-645-7599  
 E-mail: [cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca)

**Chris Stilwell, P. Eng.**  
**Consultant Project Manager**  
**AECOM**  
 345 Ecclestone Drive  
 Bracebridge, ON P1L 1R1  
 Phone: 705-645-5992 ext. 3252012  
 Fax: 705-645-1841  
 E-mail: [chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

I do not want to see the Northern Transportation Route go along High Falls Road. It used to be a quiet road but when they rebuilt the new road it has become a speed way and there is a 100 percent more traffic going along it. I live at the bottom of a hill and have had to be careful when I come out on to High Falls road when I want to go West as the cars pick up speed and turn at the top of the hill and pick up more speed because they see a clear path and I have a horn honking at me when I enter the intersection. There are a lot of big transports and logging trucks and gravel trucks and motorcycles that use it for a short cut from highway 11 to Muskoka Rd. # 4.

Thanking you

**From:** Douglas, Craig [<mailto:cdouglas@muskoka.on.ca>]  
**Sent:** Thursday, September 06, 2012 10:49 AM  
**To:** Stilwell, Chris  
**Subject:** BNTC contact information

Please add the following Nicholls Road resident to the email & mail list.

**From:** Stilwell, Chris  
**Sent:** Wednesday, October 17, 2012 12:52 PM  
**To:** -----  
**Cc:** Douglas, Craig; Chartrand, Danielle; president@sno-bombers.com  
**Subject:** RE: Bracebridge North Transportation Corridor EA  
**Attachments:** Email L1-2012-08-08-POH#1 Letter Muskoka Sno-Bombers-60241537.pdf; L1-2012-08-08-POH#1 Letter Muskoka Snowmobile Region-60241537.pdf; L-2012-02-14-Commence Notice Letter Muskoka Snowmobile Region-60241537.pdf; L-2012-02-14-Commence Notice Letter Muskoka Sno-Bombers-60241537.pdf

Hi

Thank you for your e-mail and interest in the project.

We have included specific direct contact in the form of letters to the MSR and Muskoka Sno-Bombers. Copies are attached. As well, there was an opportunity to participate in the project at the first Public Information Centre in August. Notification of the PIC was advertised in local newspapers and on the project website (<http://www.bracebridge-ntc.ca>). We received a response from the Sno-Bombers on February 22, 2012.

We would be pleased to receive any specific comments at any time directly from you or the MSR.

We have identified all trails that we are aware of on the project drawings. Please see the website for what is publicly available to date. We based this on mapping information such as the OFSC website. If there is more accurate or thorough information, we would appreciate receiving it.

The Town of Bracebridge (Kim Horrigan, Andrew Stacey, Ron Walton / Walt Schmid) is a key member of the project team to represent the interests of other recreational trails.

It is our intention to consider and mitigate impacts to any formal trails. Impacts including costs associated with relocating trails will be considered.

Regards,

Chris

-----  
**Chris Stilwell, P. Eng.**

Manager, Bracebridge Office

Water - Community Infrastructure

T 705.645.5992 ext. 3252012 C 705.641.1629

[chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

**AECOM**

345 Ecclestone Drive

Bracebridge, ON P1L 1R1

F 705.645.1841

[www.aecom.com](http://www.aecom.com)

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*Please consider the environment before printing this page.*

---

**From:**  
**Sent:** Wednesday, October 17, 2012 11:28 AM  
**To:** Stilwell, Chris  
**Cc:**  
**Subject:** Bracebridge North Transportation Corridor EA

Chris,

I would like to comment to you respecting this potential undertaking. In this regard, my interest is in ensuring that;

1. The consultant has all current information respecting existing snowmobile trails within the Study Area,
2. That any road improvements proposed in the future adequately address, maintain, and improve recreational trail connections in and through the Study Area,
3. That the consultant has current contact information for all trail interests in the Study Area.

Please confirm receipt of this email by return email at your earliest convenience.

Thanks you.



## Public Open House #2 Summary Report

The District Municipality of Muskoka

# **Public Open House #2 Summary Report Bracebridge North Transportation Corridor Class Environmental Assessment Study**

**Prepared by:**

AECOM	
345 Ecclestone Drive	705 645 5992 tel
Bracebridge, ON, Canada P1L 1R1	705 645 1841 fax
<a href="http://www.aecom.com">www.aecom.com</a>	

**Project Number:**

60241537

**Date:**

November, 2013

## Statement of Qualifications and Limitations

The attached Report (the "Report") has been prepared by AECOM Canada Ltd. ("Consultant") for the benefit of the client ("Client") in accordance with the agreement between Consultant and Client, including the scope of work detailed therein (the "Agreement").

The information, data, recommendations and conclusions contained in the Report (collectively, the "Information"):

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- represents Consultant's professional judgement in light of the Limitations and industry standards for the preparation of similar reports;
- may be based on information provided to Consultant which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
- in the case of subsurface, environmental or geotechnical conditions, may be based on limited testing and on the assumption that such conditions are uniform and not variable either geographically or over time.

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## Distribution List

# of Hard Copies	PDF Required	Association / Company Name
0	1	Craig Douglas, The District Municipality of Muskoka (DMM)

## Revision Log

Revision #	Revised By	Date	Issue / Revision Description
0	C.Ghiourelotis	November 2013	Draft issued for review

## AECOM Signatures

**Report Prepared By:**

---

Catherine Ghiourelotis, B.Soc.Sc.  
Environmental Planner

**Report Reviewed By:**

---

Valerie McGirr, P. Eng  
Consultant Deputy Project Manager

**Report Reviewed By:**

---

Chris Stilwell, P. Eng  
Consultant Project Manager

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Appendix B. Display Material for Public Open House #2

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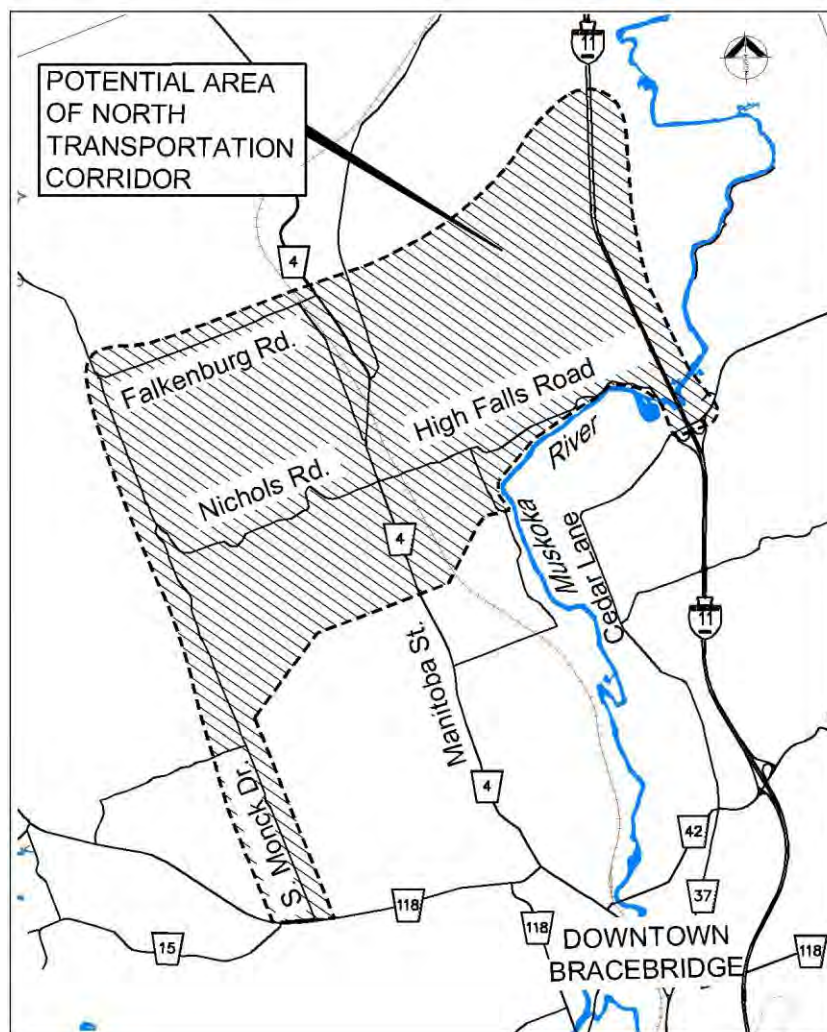
Appendix D. Comments Received Following Notification of POH #2

# 1. Introduction

In January 2012, the District Municipality of Muskoka (DMM) initiated a Class Environmental Assessment (EA) Study for a proposed transportation corridor north of the Town of Bracebridge urban area between Highway 11 and Muskoka Road 118. **Figure 1** illustrates the project study area. This long term transportation planning study is being carried out as a Schedule 'C' project under the Municipal Class Environmental Assessment document, as amended 2011. The EA process has involved developing, assessing, and evaluating alternatives, which will result in a recommended plan to be presented to Council.

Two public open houses have been held during the course of the study to provide an opportunity for the public to review and discuss the project with representatives of the Project Team and solicit feedback. The purpose of this report is to present an overview of the second round of consultation and to document responses received up to November 1, 2013. Comments received after this date will be considered and incorporated into the Environmental Study Report.

**Figure 1. Study Area**





## 2. Project Website

Project information was posted on the project website at: [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca). The public notice advising of the second Public Open House meeting, display material presented at the meeting and project updates including the newsletters are available online. Contact information is also provided to allow the public to comment throughout the study process.

## 3. Public and Agency Notification

One of the key objectives of the environmental planning process is to provide the public, interested parties and affected agencies with opportunities for meaningful input. To meet this objective, comprehensive public and agency notification of the Public Open House (POH) was undertaken.

The notice for second POH was advertised in the following local newspapers:

- Muskoka Weekender: Thursday, October 10 and 17, 2013
- What's Up Muskoka: Wednesday, October 16, 2013

Emails were sent to all email contacts on the project mailing list on October 10, 2013, and letters notifying all those who didn't have an email address were mailed on October 11, 2013. In addition, the notice was placed on the project web site at [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca) on October 10, 2013. A copy of the notice is provided in **Appendix A**.

Letters of notification for the POH were mailed or emailed to agencies and interested parties listed in **Table 1**. A sample notification letter is provided in **Appendix A**.

**Table 1. Agency Contact List**

Agencies	
Ministry of the Environment	Bracebridge Fire Department
Ministry of Natural Resources	Ontario Provincial Police
Ministry of Tourism and Culture	Medavie EMS
Ministry of Municipal Affairs and Housing	Simcoe Muskoka District Health Unit
Ontario Ministry of Infrastructure	Town of Bracebridge
Ministry of Transportation	Bracebridge Chamber of Commerce
Ministry of Northern Development and Mines	Canadian National Railway
Ministry of Agriculture, Food and Rural Affairs	Township of Muskoka Lakes

Other Stakeholders	
Hammond Transportation Ltd.	Muskoka Heritage Foundation
Muskoka Business Development Foundation	Muskoka Heritage Trust
Muskoka Sno-Bombers Inc.	Ontario Northland Bus Service
Muskoka Snowmobile Region	

Utilities	
Bell Alliant Regional Communications, L.P.	Hydro One Networks Inc.
Cogeco	Union Gas Limited
Lakeland Power Distribution Ltd.	TransCanada PipeLines Limited

School Boards	
Trillium Lakelands District School Board	Simcoe Muskoka Catholic District School Board

First Nations	
Aboriginal Affairs and Northern Development Canada	Moose Deer Point First Nation
Ministry of Aboriginal Affairs	Wahta Mohawks (Mohawks of Gibson)
Métis Nation of Ontario	Wasauksing First Nation

In addition to these formal methods of notification, a story about the upcoming Public Open House ran in the Muskoka Weekender and on [www.cottagecountrynow.ca](http://www.cottagecountrynow.ca) on Thursday, October 3, 2013 where District officials confirmed that an Open House would take place during the month of October, with the date to be determined. A copy of the story is included in **Appendix A**.

One story was published about the Public Open House on the day of the event, and two stories were published following the meeting; [www.cottagecountrynow.ca](http://www.cottagecountrynow.ca) ran an article on October 17<sup>th</sup> titled “North corridor plans pushed to future, property values at risk”. The article detailed the presentation held on October 16<sup>th</sup> of the technically preferred alternative to council. The October 21<sup>st</sup> article was titled “Residents weigh in on northern bypass” and the sister article ran in the Bracebridge Examiner (similarly titled “Residents weigh in on northern bypass, 40-year plan”) in its October 24<sup>th</sup> edition. The two articles contained mostly the same content, which was an overview of the Public Open House meeting, and included comments from attendees. All articles can be found in **Appendix A**.

## 4. Public Open House

The second Public Open House (POH) was held on:

Thursday, October 17, 2013  
4:00 p.m. to 7:00 p.m.  
Bracebridge Sportsplex  
Conference Room  
110 Clearbrook Trail, Bracebridge

At the POH there was an opportunity to:

- Learn about the alternative routes examined
- Review and comment on the assessment and evaluation of the alternative routes
- Comment on the technically preferred route
- Ask questions and discuss the project with members of the Study Team.

The POH provided an opportunity for members of the public to view the display material and to discuss the project with the District Municipality of Muskoka and consultant representatives. Attendees were encouraged to provide written comments. The members of the project team in attendance were:

- Kevin Austin: Director of Transportation & Engineering Services, District Municipality of Muskoka
- Chris Stilwell: Consultant Project Manager, AECOM
- Valerie McGirr: Consultant Deputy Project Manager, AECOM
- Wendy Hiles: Consultant Administrative Staff, AECOM

The display material presented at the Public Open House is provided in **Appendix B** and dealt with the following topics:

- Welcome
- Background and Purpose of Study
- Study Area Map
- Study Process
- Evaluation Factors
- Consultation
- Schedule
- Alternative Routes
- Evaluation Process and Results
- Technically Preferred Route Plan and Profile
- Next Steps
- Thank you for attending

A newsletter was prepared for this study and copies were made available to the public at the POH and on the project website. A copy of the newsletter is provided in **Appendix C**.

Following notification and prior to the Public Open House meeting, 2 comments were received from the public. A total of 54 people signed the registration sheet at the POH and no comment sheets were submitted at the meeting on October 17, 2013. An additional 6 comments were received prior to the November 1, 2013 final submission date for comments to be incorporated into this report. Comments received after this date will still be considered and will be documented in the Environmental Study Report prepared as part of this project.

A general summary of the comments received are listed below in **Table 2**. Copies of the original comments, excluding personal information, are provided in **Appendix D** of this report.

**Table 2. Summary of Comments**

Description of Comments	Number of Respondents	Comment #
Concerned about property value impacts	4	2-2, 2-3, 2-4, 2-6
Concerned about property impacts (ie. severing, access, distance of house from roadway)	4	2-2, 2-3, 2-4, 2-5
Concerns about the consultation/notification process (direct notification of property owners, etc.)	4	2-2, 2-4, 2-5, 2-6
Concerned about impacts on and loss of natural habitat	3	2-2, 2-4, 2-5
Concerned about increasing traffic volumes on High Falls Road	2	1-1, 2-2
Does not support a bypass in such close proximity to an existing road (ie. High Falls Road)	2	2-2, 2-3
Request copies of reports and files	2	1-2, 2-1
Concerned about length of time available for comment	2	2-2, 2-5
Does not see a need for the project based on current traffic volumes	1	1-1
Supports the "preferred route"	1	2-3
Glad to see that the wetlands have been avoided wherever possible	1	2-3
Suggests moving S. Monck Drive intersection slightly to the north	1	2-3
Concerned about dropping High Falls Road as the preferred route	1	2-4

Description of Comments	Number of Respondents	Comment #
Concerned about increase in noise levels	1	2-2
Safety concerns	1	2-2
Concerned about drainage at High Falls Road/Bonnell Road	1	2-2
Concerned about cost of railway over/underpass	1	2-2
Select new, more northerly route	1	2-2
Does not support this study	1	1-1
Feels that a more localized solution can be found if MTO eliminates access points to Hwy 11	1	1-1
Concerned about traffic impacts on Partridge Ave. from commuters trying to short-cut	1	1-1
Concerned about route location limiting the area of infilling and development	1	2-2
Concerned about the implications of such a long timeframe on the project	1	2-4
Concerned that the cost of project is not justified by the traffic volumes	1	1-1

## 5. Conclusion

Attendees expressed interest in the plans for future transportation in Bracebridge. The long-term nature of this project left some residents unconcerned and others worried that their property values will be negatively affected for decades to come. Potential impacts to the natural environment and to properties were issues that were raised. As well, some attendees felt that property owners along the preferred route should have been specifically contacted in advance of the Open House. The majority of written comments received were from potentially impacted property owners who had many comments regarding the project that were either discussed at the Public Open House or were addressed through the commenting process.

# Appendix A

- Notice of Public Open House #2
- Media Coverage of POH #2
- Sample Letter of Notification for POH #2 sent to Agencies

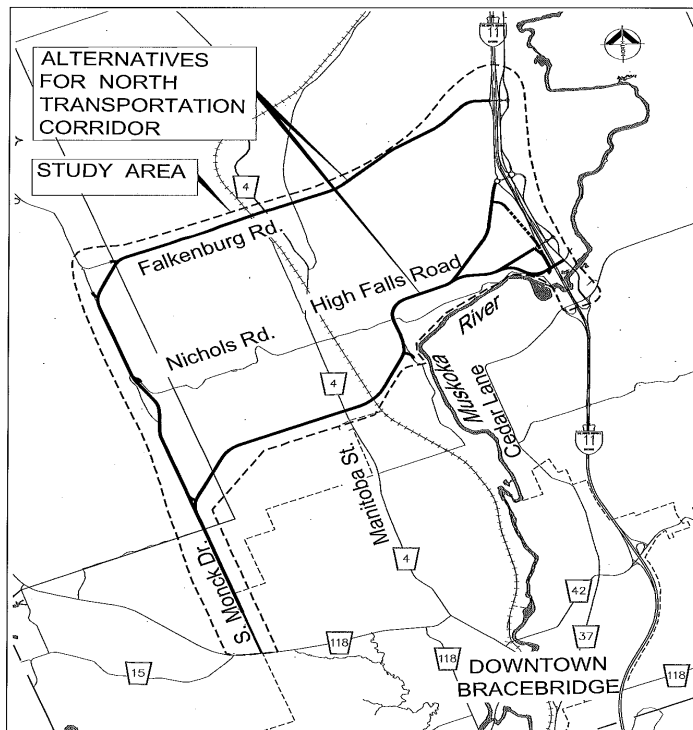
## Notice of Public Open House #2



## Notice of Public Open House #2

### District Municipality of Muskoka Bracebridge North Transportation Corridor Class Environmental Assessment Study

In 2012, the District Municipality of Muskoka initiated a Class Environmental Assessment (EA) Study for a proposed transportation corridor north of the Town of Bracebridge urban area between Highway 11 and Muskoka Road 118. This long term transportation planning study is being carried out as a Schedule 'C' project under the 2011 version of the *Municipal Class Environmental Assessment* document.



You are invited to attend the second and final Public Open House for this study on:

Thursday, October 17, 2013  
4:00 p.m. to 7:00 p.m.  
Bracebridge Sportsplex  
Auditorium  
110 Clearbrook Trail, Bracebridge

The notice is available on the project web site at: [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca)

At the second Public Open House you will have an opportunity to:

- Learn about the alternative routes examined
- Review and comment on the assessment and evaluation of the alternative routes
- Comment on the technically preferred route
- Ask questions and discuss the project with members of the Study Team.

Upon completion of this study an Environmental Study Report will be available for public review and comment. A notice of study completion will be published at that time.

There is an opportunity at any time during the EA process for interested persons to provide comments. Any comments received pertaining to the study will be collected under the *Environmental Assessment Act* and, with the exception of personal information, will become part of the public record.

For further information on this project, or to be added to our mailing list, please contact:

Craig Douglas, P. Eng.  
District Municipality of Muskoka  
Manager of Engineering Services  
70 Pine Street  
Bracebridge, ON P1L 1N3  
Phone: 705-645-6764  
Toll Free: 1-800-281-3483  
Fax: 705-645-7599  
E-mail: [cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca)

Chris Stilwell, P. Eng.  
Consultant Project Manager  
AECOM  
345 Ecclestone Drive  
Bracebridge, ON P1L 1R1  
Phone: 705-645-5992 ext. 3252012  
Fax: 705-645-1841  
E-mail: [chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

## Media Coverage of POH #2

# Weekender



Your Muskoka Region news and information

metrolandmedia  
Connected to your community™

Vol. 19 No. 22

THURSDAY, OCTOBER 3, 2013

Pub. Agreement No. 40009759 \$1.00 inc. tax

## NEWS

### ■ Northern transportation corridor meeting this month

BY ALISON BROWNLEE

BRACEBRIDGE – New ideas for a northern transportation corridor in Bracebridge will be revealed this month.

Craig Douglas, manager of design services for the District of Muskoka, said the second public open house regarding the Bracebridge Northern Transportation Corridor will happen in October, though a date has not yet been confirmed.

The first open house was hosted in summer 2012.

"There was a study done in the early

'90s, an overall master transportation plan, that said there would be some sort of west corridor as well as one across the top of Bracebridge," said Douglas.

The corridors are being planned as a way to ease anticipated future congestion as traffic volumes increase in the area.

The western transportation corridor study has been completed.

Douglas said that, while the district did not plan to start the study for the northern corridor, as soon as it did, a Ministry of Transportation project to eliminate at-

grade entrances to Highway 11 kick-started the process.

"We're doing the study because of a previous study the MTO did that sort of precluded the northern corridor from happening," he said.

The ministry's highway interchange study recommended an overpass and interchanges about one kilometre south of the proposed northern corridor connection to Highway 11.

And there was no interchange for the

■ Continued on page 12

### Northern corridor dependent on economy —

■ Continued from Weekender front  
proposed corridor route.

"Because we didn't have our ducks in a row in terms of where we wanted our future corridor across the top of Bracebridge, it had no weight. There was no interchange where we would need one for our corridor," he said. "All it was, basically, was a line on a map in Bracebridge's official plan and that really didn't hold any weight with the MTO."

The purpose of completing the corridor study now is to have something on record for the ministry to reference.

At the October open house, the corridor study consultant will present alternative alignments for the corridor.

"There is a draft recommended alignment. It hasn't been made public, but

it will be presented at the public open house," said Douglas. "We're showing alignments, showing evaluation and showing our preferred (plan) at this point. Of course, it's still draft. We still have to listen to the public and hear what they have to say as well."

He said both the ministry's and the district's plans are long-term projects with planning taking place at least 20 years in advance, and added the start date of the district's project is undetermined.

"It will be dependent on our economy, I guess, and who is driving, who is biking and how we're getting around in 20 years," he said.

For more information, visit the project website at [bracebridge-ntc.ca](http://bracebridge-ntc.ca).

600241537

## North corridor plans pushed to future, property values at risk

### Open house at Sportsplex tonight

*Bracebridge Examiner*

**BRACEBRIDGE** - Plans for a northern Bracebridge corridor are not expected to materialize anytime soon.

Chris Stilwell, a representative from consultant company AECOM, told Bracebridge planning and development committee members on Oct. 16 that at a meeting with the Ministry of Transportation (MTO) several weeks ago the ministry implied the 20-year plan for the North Transportation Corridor had been extended.

"We're talking 20, 30, 40 years before this corridor is constructed," Stilwell said.

Stilwell was presenting the results of an environmental assessment that began in December 2011 after the Ministry of Transportation announced its plans to eliminate all level entrances from Highway 11 and proposed a service road and a flyaway at High Falls Road that led the town and District of Muskoka to do their own environmental assessment to find alternative options.

Stilwell said doing the assessment determined that some sort of option to the north was needed at some point in the future.

"We confirmed doing nothing is not an option," he said.

However, Bracebridge council members said they were not pleased with the MTO and the assessment, which is only valid for 10 years.

Mayor Graydon Smith voiced his uneasiness about planning for an unclear future.

"The frustration is the MTO's inaction spurring us into action," he said. "It may happen after my lifetime, it may be in my lifetime, but I suspect it will be at the tail end of it."

Coun. Steve Clement said he was concerned about property values in the proposed areas where lands will be locked for the proposed project as they have been along Highway 11 south of Gravenhurst.

"If you expose this route, what will that do to the price of property until something is done?" he said. "That's not fair."

The preferred route identified through the assessment connects to High Falls Road, supports the town's development plans, and doesn't need another bridge over the Muskoka River.

The options for the corridor are being presented at a public meeting on Thursday, Oct. 17 from 4 to 7 p.m. at the Bracebridge Sportsplex.



*Bracebridge council members discussed the relevance of an environmental study they say was forced upon them by the Ministry of Transportation regarding a future northern corridor around town close to High Falls. (Photo by Jennifer Bowman)*

## Residents weigh in on north bypass

*Bracebridge Examiner*

**BRACEBRIDGE** - The proposed northern route to bypass Bracebridge received mixed reviews at a public meeting on Thursday, Oct. 17.

Brock Napier, a property owner on South Monck Drive, is unhappy with the plans which have the bypass joining the road just south of where his property lies.

"It would affect my neighbourhood," he said. "If they expect that much traffic ... where Golden Beach Road meets with South Monck Drive, they'd have to put a cloverleaf in."

Mel Goltz's two properties, which have been in the family since the late-1800s, are also just outside of where the proposed route will join South Monck Drive.

"I'm quite interested and that's why I'm here," he said. "(But) I'm too old for it to make any difference."

The Town of Bracebridge and the District of Muskoka pursued an environmental assessment for the proposed route after the Ministry of Transportation announced their plans to eliminate direct entrances onto Highway 11. The ministry suggested a fly-over at High Falls and service roads on each side, which the town and the district disagreed with.

A number of options were considered in the assessment. The most preferred road would see a new road off Highway 11 between High Falls Road and Alpine Ranch Road. The road would eventually cross over High Falls Road onto Bonnell Road, then come out between Hamblin Road and High Falls Road, over Manitoba Street and eventually onto South Monck Drive.

Chris Stilwell, a representative from consultant company AECOM who did the environmental assessment, said the point of the meeting was to involve the community and listen to their feedback.

"There's no one reason one's better than the other. At the end of the day it's a compromise," Stilwell said.

Napier would like to see another route considered – Muskoka Road 3 from Huntsville to Rosseau, then Highway 141 from Rosseau to Highway 400.

"You would be amazed at the number of transports I run into (going west) using that as a bypass," he said. "All this (the current preferred route) is going to do is reroute traffic through Port Carling if it's a bypass."

The public meeting at the Bracebridge Sportsplex drew 54 people from the time it began at 4 p.m. until 7:00 p.m. Stilwell said he received strong comments for and against the plan at the meeting.

Sid Aldred works in the land registry office for lawyers and developers.

"It's good to stay on top of property values," he said, "and speculation goes through the roof. This is like a crystal ball."

Bill Dickinson was at the meeting representing the Muskoka Conservancy.

"There's a wetland area off Nickels Road and we're curious what the impacts on that will be," he said.

It was the final required step before implementing the plan for the corridor, but residents will most likely have several more opportunities to voice their opinion before the road is established.

At a Bracebridge planning and development meeting the day before, Stilwell said it could be 40 years before anything happens. The environmental assessment is required to be updated every 10 years, which means people will have the opportunity to weigh in on the issue every decade.

"The expectation is the identified preferred solution won't change," he said.

*Valerie McGirr, an AECOM representative, explains the proposed north transportation corridor to a resident at a public meeting at the Bracebridge Sportsplex on Oct. 17.*





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# Bracebridge EXAMINER



VOL. 38, NO. 29

\$1.25 (inc. tax) Pub. 40017902

THURSDAY, OCTOBER 24, 2013

## TOP STORIES:

## Fluoride is out

BY ALISON BROWNLEE

Fluoride will no longer be added to municipal water in Muskoka.

District of Muskoka council decided at its meeting on Monday, Oct. 21, in a narrow vote of 10 to nine to stop fluoridating municipal water.

Councillors heard two presentations opposed to fluoridation and two in support of it before having a short debate on a motion to reverse their 2011 decision to continue fluoridating the water.

"I'm not going to go into discussion about the research because there is so much data on both sides that we could just continue to

Continued on page 16

## MAHC cuts

Fourteen beds to be eliminated despite staff objections

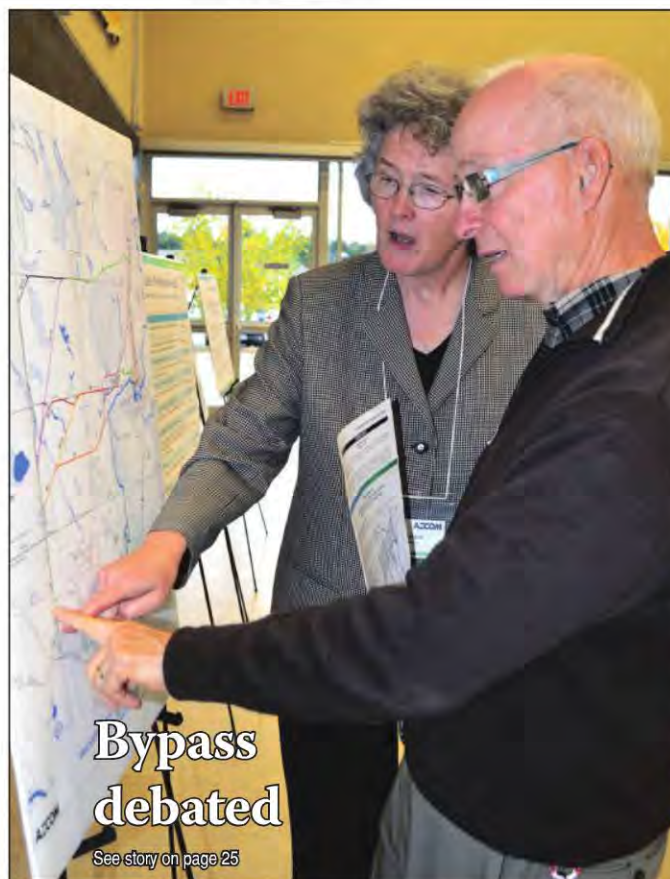
BY ALISON BROWNLEE

Several hospital beds will be removed from Muskoka's two hospitals in November.

Natalie Bubela, chief executive officer for Muskoka Algonquin Healthcare, confirmed on Oct. 18 that the region will lose 14 hospital beds in accordance with a decision made by the health-care administrator's board of directors earlier this year.

"We've been bringing utilization data to the board," said Bubela. "We were not asked to

Continued on page 10



**Bypass debated**

See story on page 25

## Chemo to move sites

The Muskoka Algonquin Healthcare board of directors voted to move systemic chemotherapy treatment to the Huntsville District Memorial Hospital site by spring.

The decision was made at the October board of directors meeting following an independent review with the cancer treatment centres in Sudbury and Barrie.

"The board has considered the Cancer Care Ontario standards for Level 4 oncology clinics," explained Larry Saunders. "In order to meet these standards, the

Continued on page 16



Look inside today's paper for our special Fall Home Improvement pullout section. It's filled with advice on getting your home prepared for fall and winter ... and includes some great home decor ideas as well!

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UNTIL 2014\*



**Nigel Ford**  
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**Pamela McCluskey**  
[pamela@muskokakia.ca](mailto:pamela@muskokakia.ca)



**Scott Hughes**  
[shughes@muskokakia.ca](mailto:shughes@muskokakia.ca)



**Ewan Robertson**  
[erobertson@muskokakia.ca](mailto:erobertson@muskokakia.ca)

**Muskoka Kia 705-645-6575**



# Residents weigh in on northern bypass, 40-year plan

BY JENNIFER BOWMAN

The proposed northern route to bypass Bracebridge received mixed reviews at a public meeting on Thursday, Oct. 17.

Brock Napier, a property owner on South Monck Drive, is said he is unhappy with the plans which have the bypass joining the road just south of where his property lies.

"It would affect my neighbourhood," he said. "If they expect that much traffic ... where Golden Beach Road meets with South Monck Drive, they'd have to put a cloverleaf in."

Mel Goltz's two properties, which have been in the family since the late-1800s, are also just outside of where the proposed route will join South Monck Drive.

"I'm quite interested and that's why I'm here," he said. "(But) I'm too old for it to make any difference."

The meeting was one of the last steps of an environmental assessment for the route that began in December 2011 after the Ministry of Transportation announced its plans to eliminate all level entrances from Highway 11 and proposed a service road with another bridge over the Muskoka River and a flyaway at High Falls Road. Both the District of Muskoka and the Town of Bracebridge disapproved of the plan and launched the environmental assessment to propose a new alternative for the High Falls entrance.

A number of options were considered in the assessment. The most preferred was a new road off Highway 11 between High Falls Road and Alpine Ranch Road. The

road would eventually cross over High Falls Road onto Bonnell Road, then come out between Hamblin Road and High Falls Road, over Manitoba Street and onto South Monck Drive.

Chris Stilwell, a representative from consultant company AECOM who did the environmental assessment, said the point of the meeting was to involve the community and listen to their feedback.

"There's no one reason one's better than the other. At the end of the day it's a compromise," Stilwell said.

The public meeting at the Bracebridge Sportsplex was open from 4 to 7 p.m. on Thursday with 54 people passing through. Stilwell said he received strong comments for and against the plan at the meeting.

Some may have chosen not to go to the meeting because of the expected length of time before the bypass is built.

At a Bracebridge planning and development committee meeting the day before, Stilwell said it could be 40 years before anything happens. Bracebridge council members said they were not pleased with the situation. Mayor Graydon Smith voiced his uneasiness about planning for an unclear future.

"The frustration is the MTO's inaction spurring us into action," he said. "It may happen after my lifetime, it may be in my lifetime, but I suspect it will be at the tail end of it."

Coun. Steve Clement said he was concerned about property values in the proposed areas where lands will be locked for

the proposed project as they have been along Highway 11 south of Gravenhurst.

"If you expose this route, what will that do to the price of property until something is done?" he said. "That's not fair."

Property values is what brought Sid Aldred, who works in the land registry office for lawyers and developers, to the public meeting.

Napier said he would like to see another route considered - Muskoka Road 3 from Huntsville to Rosseau, then Highway 141 from Rosseau to Highway 400.

"You would be amazed at the number of transports I run into (going west) using

that as a bypass," he said. "All this (the current preferred route) is going to do is reroute traffic through Port Carling if it's a bypass."

Bill Dickinson was at the meeting representing the Muskoka Conservancy.

"There's a wetland area off Nickels Road and we're curious what the impacts on that will be," he said.

The environmental assessment is required to be updated every 10 years, which means people will have the opportunity to weigh in on the issue every decade.

For more on the issue go to cottage-countrynow.ca.

25 - BRACEBRIDGE EXAMINER - Thursday, October 24, 2013

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**Mauve Friday is Coming.**

## **Sample Letter of Notification for POH #2 sent to Agencies**

October 10, 2013

Contact Name  
Contact Title  
Company Name  
Company Address  
Company Address

Dear Contact Name:

**Project No: 60241537**

**Regarding: Notice of Public Open House #2  
District Municipality of Muskoka  
Bracebridge North Transportation Corridor  
Class Environmental Assessment Study**

In 2012, the District Municipality of Muskoka initiated a Class Environmental Assessment (EA) Study for a proposed transportation corridor north of the Town of Bracebridge urban area between Highway 11 and Muskoka Road 118. This long term transportation planning study is being carried out as a Schedule 'C' project under the *Municipal Class Environmental Assessment* document.

You are invited to attend the second and final Public Open House for this study on:

**Thursday, October 17, 2013**  
4:00 p.m. to 7:00 p.m.  
Bracebridge Sportsplex  
Auditorium  
110 Clearbrook Trail, Bracebridge

The notice is available on the project web site at: [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca)

At the second Public Open House you will have an opportunity to:

- Learn about the alternative routes examined
- Review and comment on the assessment and evaluation of the alternative routes
- Comment on the technically preferred route
- Ask questions and discuss the project with members of the Study Team.

Upon completion of this study an Environmental Study Report will be available for public review and comment. A notice of study completion will be published at that time and sent to all stakeholders on our project mailing list.

There is an opportunity at any time during the EA process for interested persons to provide comments. Any comments received pertaining to the study will be collected under the *Environmental Assessment Act* and, with the exception of personal information, will become part of the public record.

Please contact one of the following team members to receive further information, or to be removed from our Project mailing list:

**Craig Douglas, P Eng.**

District Municipality of Muskoka  
Manager of Design Services  
70 Pine Street  
Bracebridge, ON P1L 1N3  
Phone: 705-645-6764  
Toll Free: 1-800-281-3483  
Fax: 705-645-7599  
E-mail: [cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca)

**Chris Stilwell, P. Eng.**

Consultant Project Manager  
AECOM  
345 Ecclestone Drive  
Bracebridge, ON P1L 1R1  
Phone: 705-645-5992 ext. 3252012  
Fax: 705-645-1841  
E-mail [chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

Sincerely,  
**AECOM Canada Ltd.**



Chris Stilwell, P. Eng.  
Project Manager

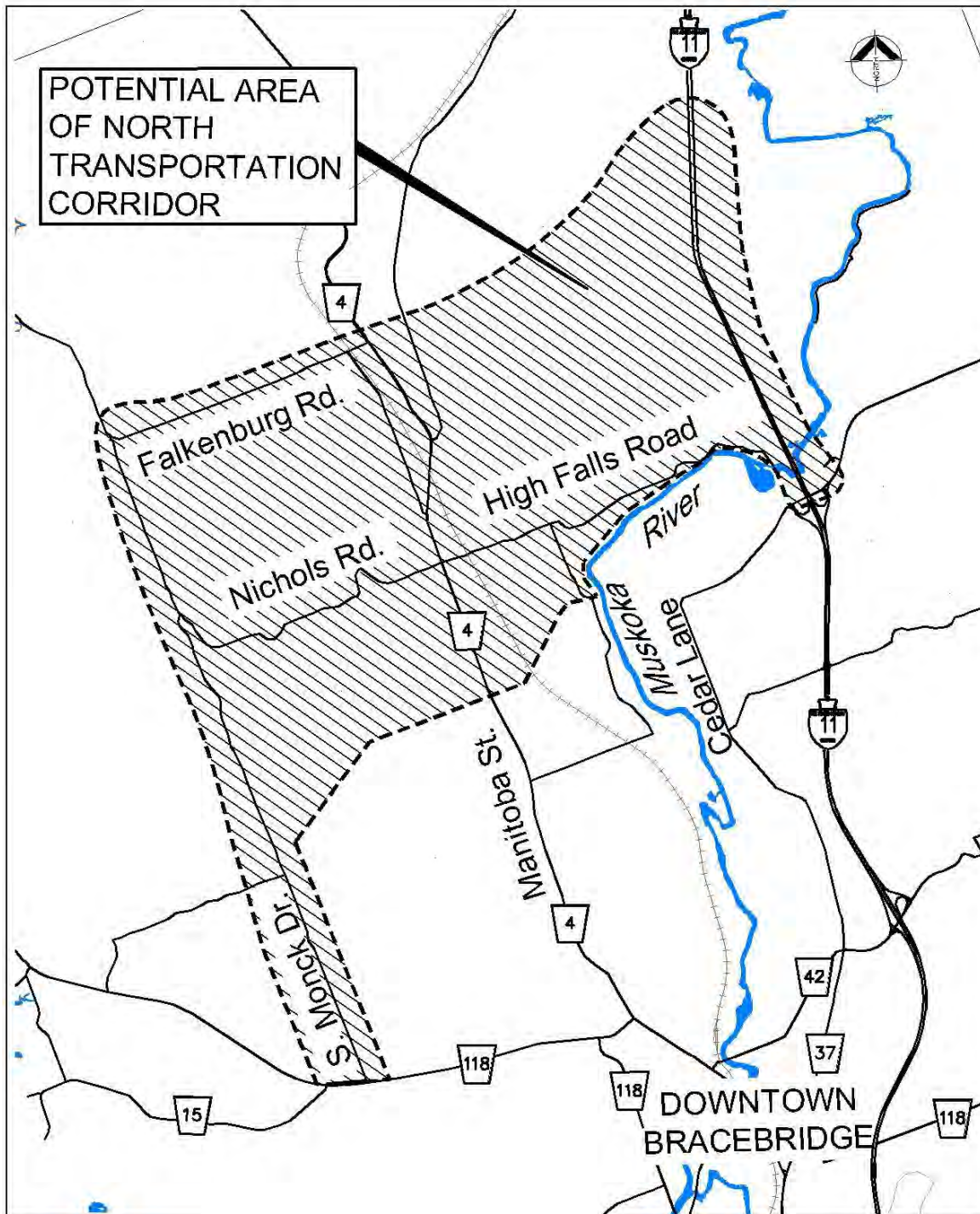
CS:cg  
Encl.

cc: Craig Douglas, Project Manager, District Municipality of Muskoka  
Valerie McGirr, Deputy Project Manager, AECOM



## KEY PLAN

### Bracebridge North Transportation Corridor



## Appendix B

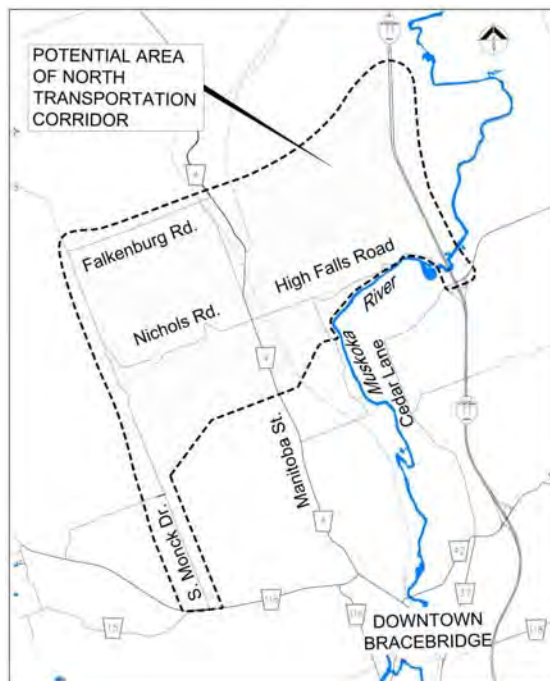
- Display Material for Public Open House  
#2





## Background and Purpose of Study

- This Schedule 'C' Municipal Class Environmental Assessment (EA) study for the proposed Bracebridge North Transportation Corridor (BNTC) was initiated in January 2012
- Previous studies completed for the District Municipality of Muskoka (DMM) have recommended new transportation corridors north and west of Bracebridge
- MTO plans to convert Highway 11 to "interchange access only" in the 20-30 year timeframe:
  - The Recommended Plan in MTO's approved Transportation Environmental Study Report (TESR) includes a bridge over Highway 11 at High Falls Road and a service road between Alpine Ranch Road and the Cedar Lane interchange on the east side of Hwy 11. This includes a new bridge over the Muskoka River
  - MTO noted that DMM must complete an EA Study for the BNTC for future reconsideration of the Recommended Plan for Highway 11
- The purpose of this study is to identify and recommend a corridor for the BNTC and obtain approval under the Municipal Class EA Process



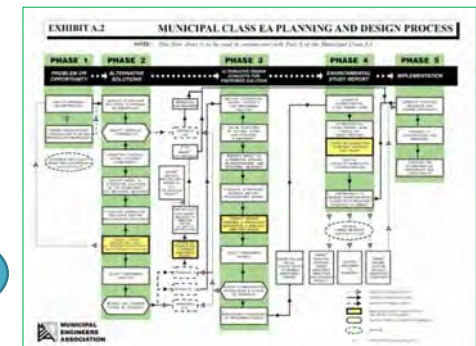
## Study Area



## Study Process

- Phase 1: Problem or Opportunity (Complete)
  - Review existing and future traffic, road and servicing conditions
  - Identify problems and opportunities
- Phase 2: Alternative Solutions (Complete)
  - Identify alternative solutions
  - Develop and refine evaluation criteria
  - Assess and evaluate Alternative Solutions
  - Present Alternative Solutions at Public Open House (POH) #1
  - Summarize and consider input received at POH#1
  - Finalize selection of Alternative Solution
- Phase 3: Alternative Designs (Being Completed)
  - Develop alternative designs
  - Refine evaluation criteria
  - Assess and evaluate Alternative Designs
  - Identify the Preferred Design
  - Present Alternative Designs and the Preferred at POH #2
  - Summarize and consider input received at POH#2
  - Finalize the Recommended Plan
  - Develop project cost estimate, implementation plan
  - Obtain approvals in principle from regulatory agencies
- Phase 4: Environmental Study Report
  - Prepare Environmental Study Report (ESR)
  - Prepare Study Completion Notice
  - Provide ESR for public and agency review

We are here



Municipal Class EA, October 2010, as amended in 2017 & 2021

## Evaluation Factors

Factors that may be used in the evaluation process include:

- **Transportation**
  - Accommodation of future vehicular travel demand (vehicular delay anticipated in the planning horizon year)
  - Accommodation of pedestrian and cyclist movements (ability to provide for non-auto modes)
  - Travel safety (vehicular and vulnerable road users)
  - Emergency service (affect on response times and accessibility)
  - Future transportation network connectivity and compatibility (changes to road network, compatibility with other planned infrastructure)
  - Commercial goods movement (affect of travel and accessibility of commercial vehicles to destinations in and beyond Bracebridge)
  - Recreational trails (including snowmobile trails) (affect on existing and planned trails)
- **Natural Environment**
  - Watercourses/fisheries/aquatic habitat (cold and warm water watercourses affected; type of habitat affected)
  - Vegetation and woodlots (type and character of area affected)
  - Wildlife/terrestrial habitat (type of habitat affected)
  - Wetlands (type of wetland habitat affected and the potential effect of the impact)
  - Species at Risk (affects on potential habitat for SAR)
- **Socio-cultural Environment**
  - Noise (number of sensitive receptors where the noise may increase by 5 dBA or more)
  - Visual aesthetics (number of properties within 200 m of the corridor with potential views of the corridor)
  - Residential property required (area/number affected)
  - Commercial property required (area/number affected)
  - Compatibility with existing/future land uses/plans (ability to accommodate existing and future land uses and Official Plan policies)
  - Archaeological resources (area of high archaeological potential affected)
  - Heritage resources (affect on heritage properties, infrastructure with historical significance or cultural)
- **Economic Environment**
  - Future development potential (affect on accessibility of planned future development areas)
  - Accessibility to existing commercial areas (affect on access to existing commercial areas in Bracebridge and beyond)
- **Engineering**
  - Construction impacts (including road and rail crossings)
  - Utility/service conflicts (including pipeline crossing)
- **Construction Cost**
  - Estimated capital construction cost/major quantities
  - Estimated utility relocation cost/major quantities

## Schedule

Task	Timeline
Project Initiation	January 2012
Project Need/Alternative Solutions	Winter-Spring 2012
Existing Conditions	Spring-Summer 2012
Public Open House #1	August 2012
Alternative Routes/Designs	Fall-Winter 2012
Functional Design for Recommended Plan	Fall 2013
Environmental Study Report (ESR)	Summer-Fall 2013
Public Open House #2	Fall 2013
Final Council Presentation(s)	Fall 2013
ESR Public Review	Fall 2013-Early Winter 2014

## Consultation

- Public Open Houses (POH)
  - POH #1 – Alternative Solutions
  - POH #2 – Alternative Designs and Recommended Plan
- Website at [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca)
- Newspaper notices (also posted on website) for
  - Study Commencement, POH #1, POH #2, Study Completion
- Contact letters to agencies and stakeholders for
  - Study Commencement, POH #1, POH #2, Study Completion
- First Nations consultation for
  - Study Commencement, POH #1, POH #2, Study Completion
- Meetings with agencies, First Nations, groups and individuals to obtain input
- Newsletters (available on website) for
  - POH #1, POH #2
- Presentations at Councils
- Environmental Study Report (ESR) for formal public review
  - 30-day public review period

## Alternative Routes

- See Alternative Routes separate board

# Evaluation Process and Results

(see detailed tables on resource table for more information)

Step:	Action:	Result
1	Evaluate Alternatives N2-A and N2-B from common point on Falkenburg Road to common point on South Monck Drive.	N2-A preferred
2	Evaluate Alternatives 5-A and 5-B from common point on South Monck Drive approximately 700 m north of Highway 118 to their separate intersections with Highway 118	5-A preferred
<b>Result</b>	Preferred northerly alignment from Highway 11 to Highway 118	N1, N2A, 4-1, 4-2, 5A
3	Evaluate Alternatives S2-A, S2-B, S2-C and S2-D from common point north of High Falls Road to common point south of High Falls Road	S2-D preferred
<b>Result</b>	Preferred southerly alignment from Highway 11 to Highway 118	S1, S2-D, S3, M4, 4-2, 5A
4	Evaluate Alternatives M3-A and M3-B from common point on Nichols Road to common point on South Monck Drive	M3-B and M4 preferred
<b>Result</b>	Preferred middle alignment from Highway 11 to Highway 118	M1, M2, M3-B, M4, 4-2, 5A
5	Evaluate preferred middle and southerly portions between common points (M2/S2 and M3/S3)	S2-D, S3 preferred
<b>Result</b>	Preferred middle/south alignment (excluding interchange location)	S2-D, S3, M4, 4-2, 5A
6	Evaluate MTO-1 and MTO 2 alignments between High Falls Road Flyover and their connection to S1 (MTO is a modification of the original MTO Recommended Plan for High Falls Road but with the same elements)	MTO-1 preferred
<b>Result</b>	Preferred MTO alternative	MTO-1, portion of S1
7	Evaluate preferred northerly, middle and southerly alternatives together with the MTO alternative	Middle alternative preferred
<b>Result</b>	Technically preferred route	M1, S2-D, S3, M4, 4-2, 5A

# Preferred Route

- See Preferred Route separate board

## Next Steps

- Consider and document comments received from the public, external agencies and interest groups
- Prepare the Recommended Plan
- Complete Environmental Study Report (ESR)
- Present study to Councils
- Provide ESR for formal 30-day public review



## Thank you for Attending

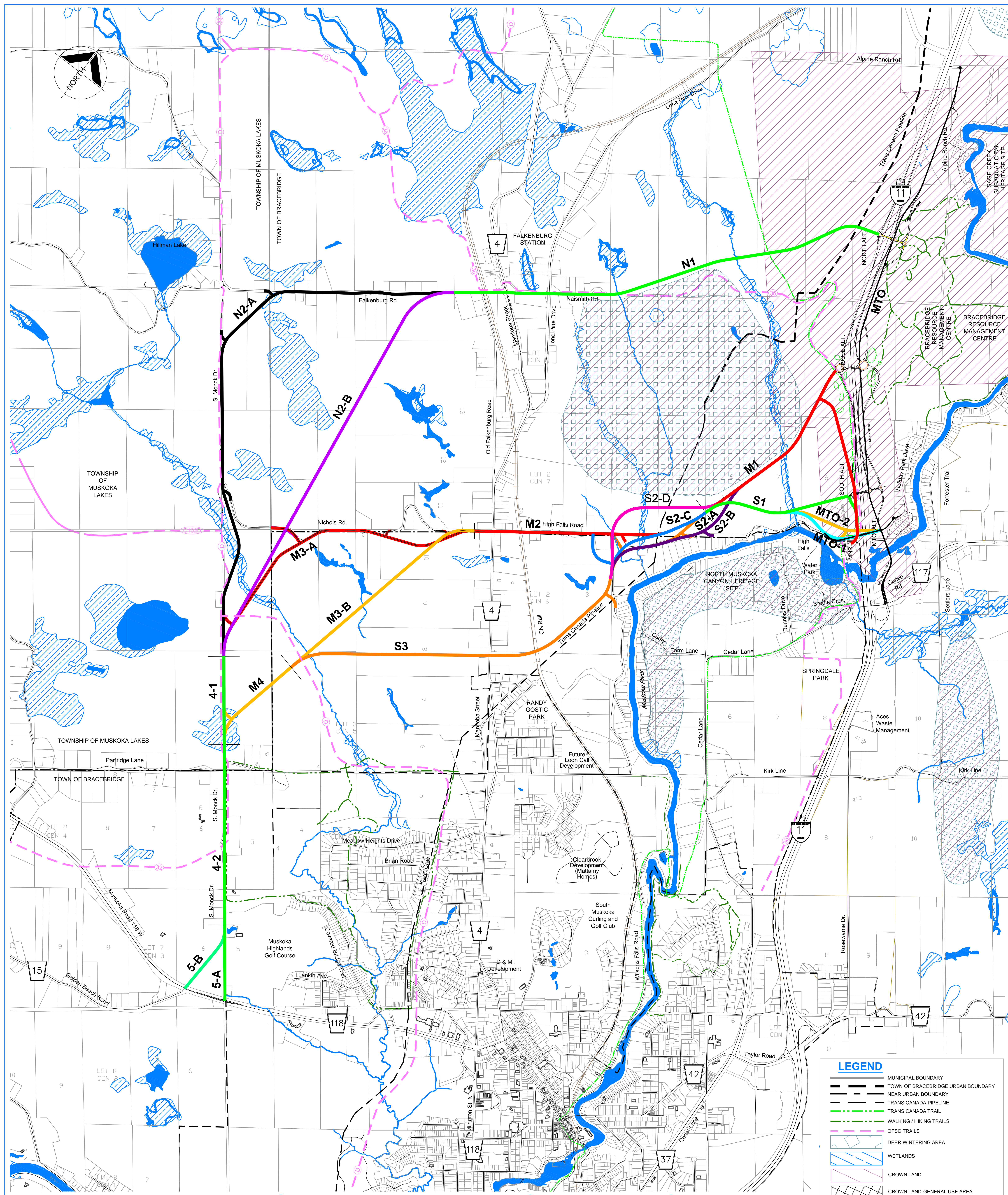
## We encourage you to provide your comments in writing

All information/comments received will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Comment sheets are available. Please deposit completed comment sheets in the box provided or mail/fax/e-mail your comments to the address shown on the bottom of the comment sheet by **November 1, 2013**.

If you would like to receive future study notices, please fill out a comment sheet requesting that your name be added to the project mailing list.





# BRACEBRIDGE NORTH TRANSPORTATION CORRIDOR EA

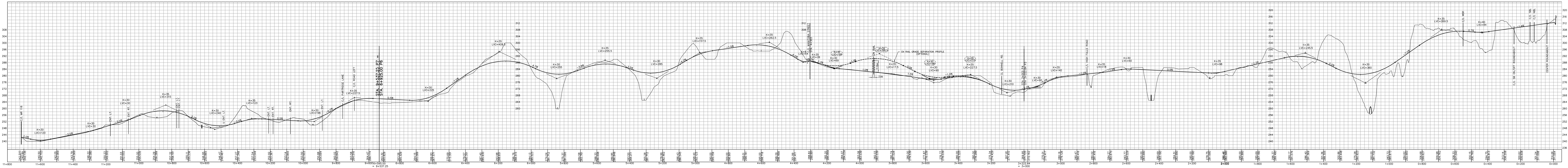
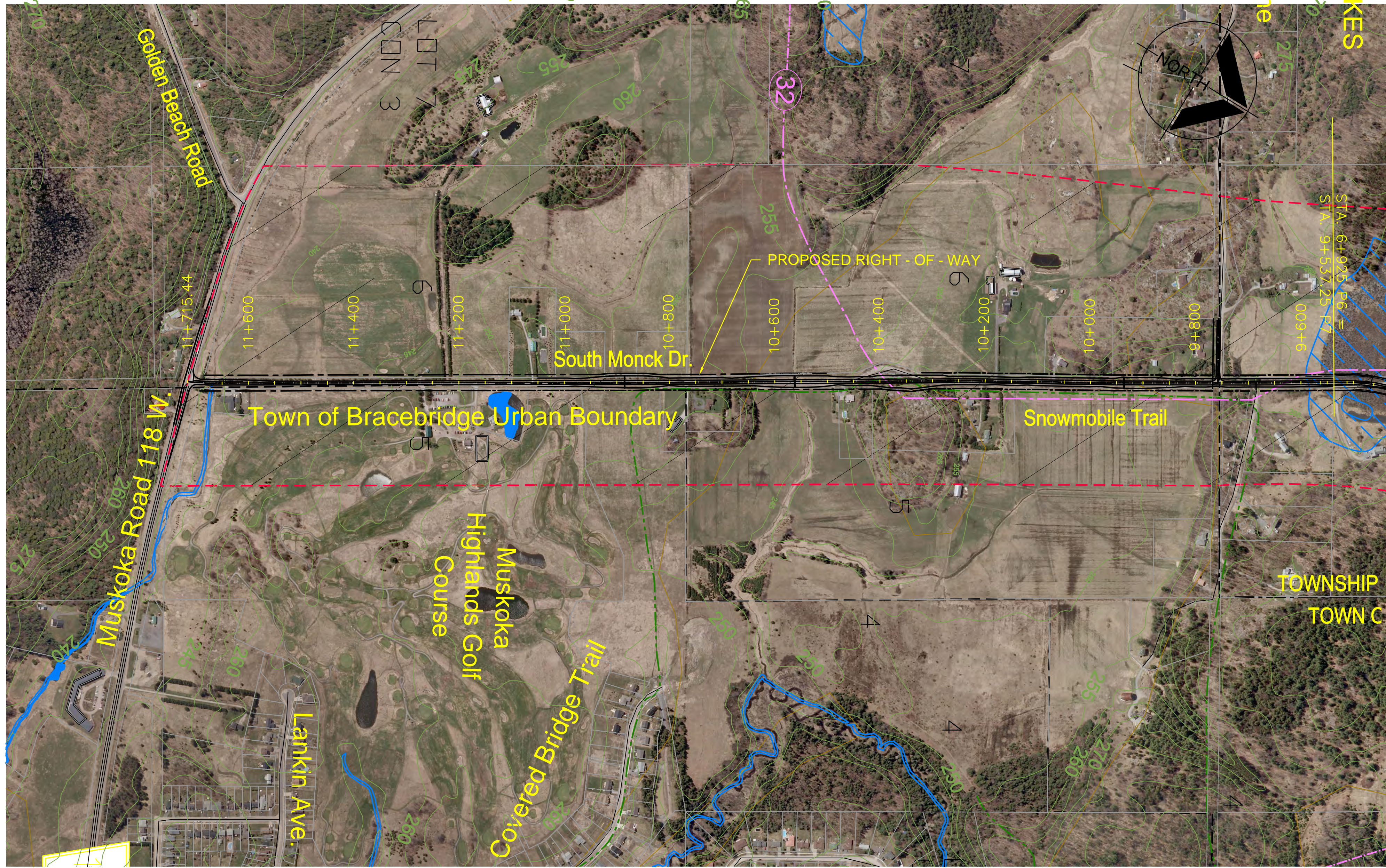
## District Municipality of Muskoka

### ALTERNATIVE ROUTES

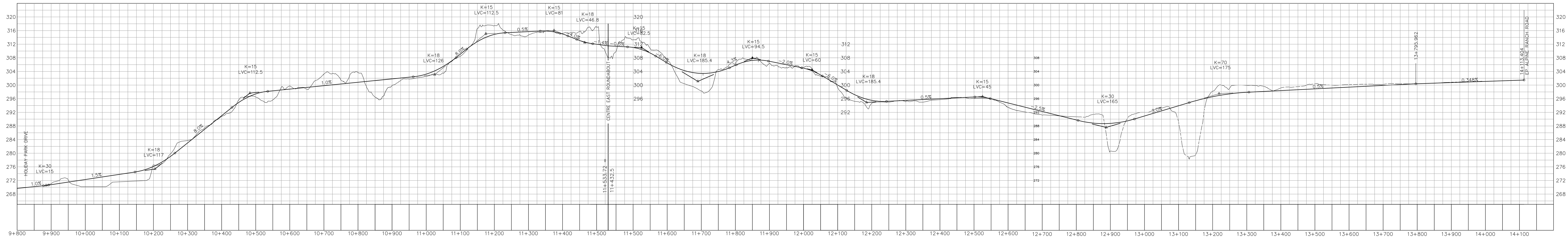
August, 2012

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# Appendix C

- Newsletter #2

# Newsletter #2

## Bracebridge North Transportation Corridor Class Environmental Assessment

### Introduction and Background

The District Municipality of Muskoka (DMM) initiated a Class Environmental Assessment (EA) Study in January 2012 for a proposed transportation corridor north of the Town of Bracebridge urban area between Highway 11 and Muskoka Road 118.

Bracebridge North Transportation Corridor (BNTC) is identified in the Official Plan: to address traffic operations, safety and level of service concerns, to support planned growth in Bracebridge and to facilitate travel to and from the north.

MTO plans to convert Highway 11 to interchange access only in the 20-30 year time frame:

- The MTO Recommended Plan includes a bridge over Hwy 11 at High Falls Road and an east service road between Alpine Ranch Road and the Cedar Lane interchange with a new bridge over the Muskoka River

MTO noted that DMM must complete an EA Study for the BNTC for future reconsideration of the Recommended Plan for Hwy 11.

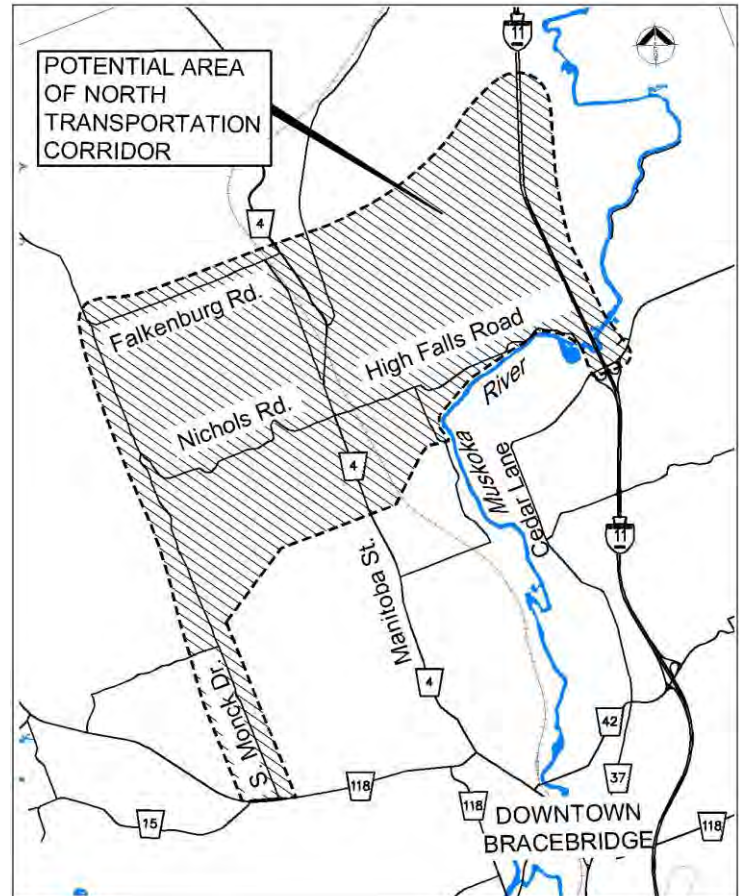
### Process

This long term transportation planning study is being carried out as a Schedule 'C' project under the Municipal Class Environmental Assessment document. There are 5 phases in this process:

- Phase 1 – Problem or Opportunity
- Phase 2 – Alternative Solutions
- Phase 3 – Alternative Design Concepts for Preferred Solution
- Phase 4 – Environmental Study Report
- Phase 5 – Implementation

### Consultation

- Public Open Houses (POH)
  - POH #1 – Alternative Solutions
  - POH #2 – Alternative Designs and Recommended Plan
- Website at [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca)
- Consultation at Commencement, POH #1, POH #2, Study Completion includes:
  - Newspaper notices (also posted on website)
  - Contact letters to agencies and stakeholders
- First Nations Consultation
- Meetings with agencies, First Nations, groups and individuals to obtain input
- Newsletters (available on website) for
  - POH #1, POH #2
- Council presentations
- ESR for formal public review
  - 30-day public review period

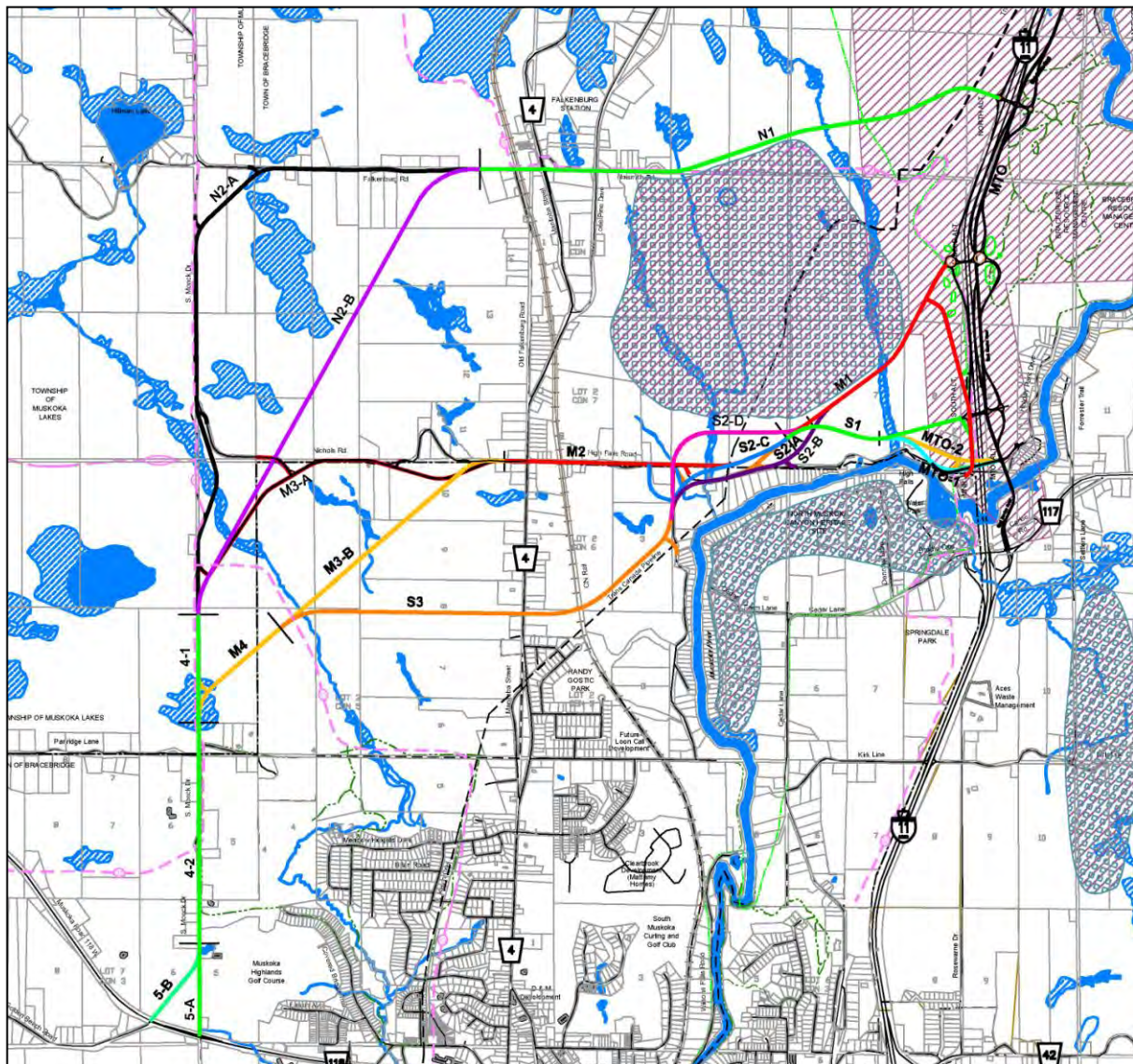


## Study Purpose and Schedule

The purpose of the study is to **identify a preferred corridor for the BNTC** and obtain approval under the Municipal Class EA document.

Milestone	Timeframe
Project Initiation	January 2012
Project Need/Alternative Solutions	Winter-Spring 2012
Existing Conditions	Spring-Summer 2012
POH #1	August 2012
Alternative Routes/Designs	Fall 2012 – Spring 2013
Functional Design for Recommended Plan and Environmental Study Report	Summer - Fall 2013
POH #2	Fall 2013
Presentations to Councils	Fall 2013
ESR Public Review	Fall 2013 – Early Winter 2014

## Alternative Routes

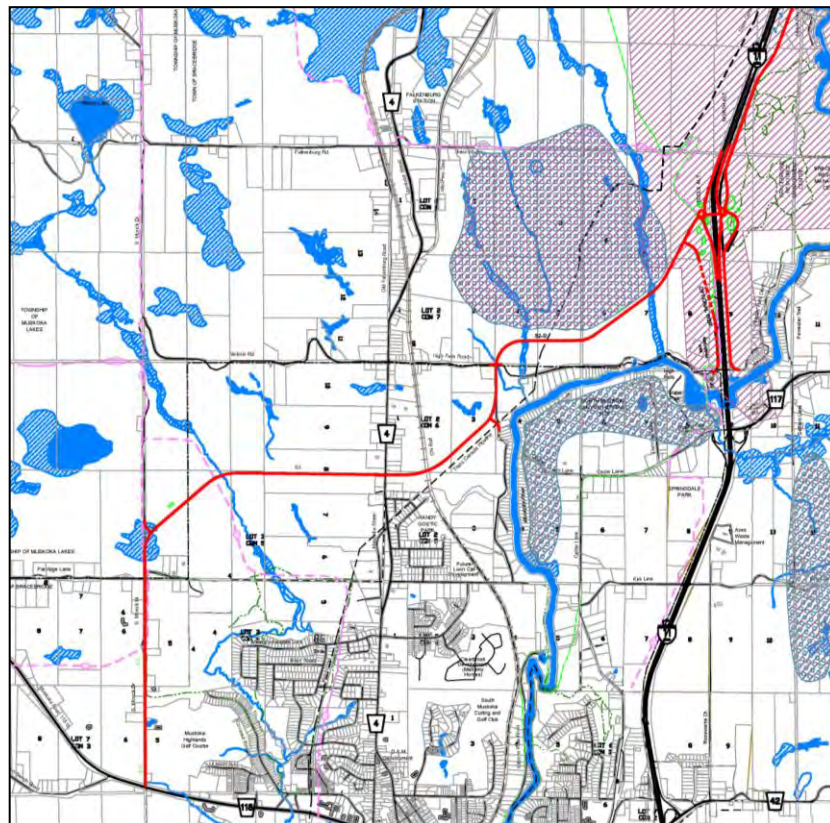




## Evaluation Process and Results

Step	Action	Result
1	Evaluate Alternatives N2-A and N2-B from common point on Falkenburg Road to common point on South Monck Drive.	N2-A preferred
2	Evaluate Alternatives 5-A and 5-B from common point on South Monck Drive approximately 700 m north of Highway 118 to their separate intersections with Highway 118	5-A preferred
<b>Result</b>	Preferred northerly alignment from Highway 11 to Highway 118	N1, N2A, 4-1, 4-2, 5A
3	Evaluate Alternatives S2-A, S2-B, S2-C and S2-D from common point north of High Falls Road to common point south of High Falls Road	S2-D preferred
<b>Result</b>	Preferred southerly alignment from Highway 11 to Highway 118	S1, S2-D, S3, M4, 4-2, 5A
4	Evaluate Alternatives M3-A and M3-B from common point on Nichols Road to common point on South Monck Drive	M3-B and M4 preferred
<b>Result</b>	Preferred middle alignment from Highway 11 to Highway 118	M1, M2, M3-B, M4, 4-2, 5A
5	Evaluate preferred middle and southerly portions between common points (M2/S2 and M3/S3)	S2-D, S3 preferred
<b>Result</b>	Preferred middle/south alignment (excluding interchange location)	S2-D, S3, M4, 4-2, 5A
6	Evaluate MTO-1 and MTO 2 alignments between High Falls Road Flyover and their connection to S1 (These alignments are variations of the MTO Recommended Plan including a connection to a new corridor)	MTO-1 preferred
<b>Result</b>	Preferred MTO alternative	MTO-1, portion of S1
7	Evaluate preferred northerly, middle and southerly alternatives together with the MTO alternative	Middle alternative preferred
<b>Result</b>	Technically preferred route	M1, S2-D, S3, M4, 4-2, 5A

## Map of Preferred Route



## Next Steps

- Consider comments received during consultation (those received by November 1, 2013 will be documented in the study)
- Develop Recommended Plan
- Complete Environmental Study Report (ESR)
- Present study to Councils
- Provide ESR for formal 30-day public review

## Study Contacts

For further information regarding this study, please contact:

**Craig Douglas, P. Eng.**  
**Manager of Design Services**  
**District Municipality of Muskoka**  
70 Pine Street  
Bracebridge, ON P1L 1N3  
Phone: 705-645-6764  
Toll Free: 1-800-281-3483  
Fax: 705-645-7599  
E-mail: [cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca)

**Chris Stilwell, P. Eng.**  
**Consultant Project Manager**  
**AECOM**  
345 Ecclestone Drive  
Bracebridge, ON P1L 1R1  
Phone: 705-645-5992 ext. 3252012  
Fax: 705-645-1841  
E-mail [chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

# Appendix D

- Comments Received Following Notification of POH #2



**Ghiourelotis, Catherine**

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**From:** Stilwell, Chris  
**Sent:** Thursday, October 17, 2013 2:57 PM  
**To:** Ghiourelotis, Catherine; McGirr, Valerie  
**Subject:** FW: northern corridor

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

fyi

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**Chris Stilwell, P. Eng.**

Manager, Bracebridge Office  
 Water - Community Infrastructure  
 T 705.645.5992 ext. 3252012 C 705.641.1629  
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*Please consider the environment before printing this page.*

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**From:**  
**Sent:** Thursday, October 17, 2013 2:56 PM  
**To:** [cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca); Stilwell, Chris; [Danielle.Chartrand@aecom.com](mailto:Danielle.Chartrand@aecom.com); Allen Flye  
**Subject:** northern corridor

I own property but live in Toronto and cannot make it up for today's meeting. I would appreciate it one of you could ensure that my comments are made part of the record. I should add that my family has occupied the property for over 150 years and I have an admittedly vested interest in attempting to shore the flow of traffic at the end of my driveway.

1. I do not believe there is an overflow of traffic coming into Bracebridge from the north or exiting Bracebridge to the north. If the Taylor Road entrance to and from Bracebridge is nearing capacity, as suggested, I expect it is because countless people like me --and I come up almost every weekend and often through the week--use that entrance/ exit when coming from the south to avoid the congestion on Wellington Street. The roundabout is wonderful and has made the Taylor Road entrance even more attractive. At that, however, I have always found it comparatively easy to access 118 West by Taylor Road (or even Wellington Street) and find the current

discussion about excess traffic in Bracebridge to be somewhat curious. In Toronto, we know what excess traffic and traffic-related delays are and it is astonishing to me that the District would be considering a substantial expenditure of public funds to rectify a problem that, by our standards, doesn't even exist.

2. To the extent that there is a traffic problem in Bracebridge, it is as a result of traffic coming from the south and I am one of the prime offenders. But it is an extremely minor problem--not requiring a "Western Bypass in my view--and it will not be in the least alleviated by a Northern Corridor. No sane person going north is going to go to High Falls to get to 118 west. If the District is not going to proceed with a Western Bypass--and I don't believe it's necessary--then it is hard to see how a Northern Corridor can be justified except, perhaps, on the theory that when there isn't the political will to address an existing problem, you find a problem somewhere else. From where I stand, it looks like the District is doing the Western Bypass all over again --but with infinitely less cause this time--and clearly without having benefited from the exercise.

3. If the Ministry of Transportation is going to eliminate access at points on Hwy 11 north of Bracebridge, creating difficulties for people who live there, a localized solution can surely be found that doesn't involve miles of highway connecting those people to Hwy 118 and South Monck Drive.

4. Traffic coming south on South Monck Drive from whatever east-west route to and from Hwy 11 is chosen, or coming east from Milford Bay and wanting to bypass the town to get to Hwy 11, will doubtless find Partridge Lane an attractive shortcut to and from the Northern Corridor. It is always easier to travel one arm of a right-angled triangle than to traverse one arm and the hypotenuse. As I see it, the Northern Corridor will turn sleepy, beautiful Partridge Lane into a thoroughfare. This result would no doubt ease the flow of traffic at the end of my driveway but it is hardly a welcome outcome.

5. In short, I am not in the least persuaded that there is a "problem" of the magnitude, or potential magnitude, hypothesized or that the money required to plan or build the Northern Corridor is worth the candle.

Thank you,

**From:** Douglas, Craig [<mailto:cdouglas@muskoka.on.ca>]  
**Sent:** Thursday, October 17, 2013 4:06 PM  
**To:** Stilwell, Chris; [Danielle.Chartrand@aecom.com](mailto:Danielle.Chartrand@aecom.com); Allen Flye  
**Subject:** RE: northern corridor

message received and yes, your comments will be made part of the record. I suspect several common themes of comments will come out of the Information center tonight and maybe you have started one or two of them.

One comment I would like to make is that both corridor studies are very long-term and we would anticipate the West (south) corridor to be warranted prior to the North corridor. Nobody really wants to see the need arise for a new road in Bracebridge, but the corridors should be protected before it gets more difficult to 'thread the needle' through the built-up and or sensitive areas. I am a Toronto import as well, so do relate to your comment about relative congestion. Please try not to relate current traffic flows and patterns as being the need for these new routes. What will traffic look like in 30 years here? In Toronto? We will do our best to delay the need for these new routes.

Thank you for the roundabout compliment. We are keeping our eye open for other opportunities for them.

Thank You!

Regards,  
Craig Douglas, P.Eng  
Manager of Engineering Services  
District Municipality of Muskoka  
Ph: 705-645-6764 / 1-800-281-3483  
Fax: 705-645-7599  
[www.muskoka.on.ca](http://www.muskoka.on.ca)

**From:****Sent:** Thursday, October 10, 2013 4:18 PM**To:** Ghiourelotis, Catherine**Subject:** RE: Bracebridge North Transportation Corridor Class Environmental Assessment - Public Open House #2

Thanks Catherine...

We will plan on being there. Can you share a pdf of the preferred route and the options so that we may be prepared to discuss it with you at the Open House. We have an ftp site, in case it is a large file.

**Ghioureliotis, Catherine**

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**From:** McGirr, Valerie  
**Sent:** Tuesday, October 15, 2013 10:11 AM  
**To:**  
**Cc:** Ghioureliotis, Catherine; Stilwell, Chris  
**Subject:** FW: Bracebridge North Transportation Corridor Class Environmental Assessment - Public Open House #2  
**Attachments:** 60241537-ALTERNATIVES-R-TABLOID-rev.pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

We are refining our materials to present and, as you thought, there were many alternative routes considered and evaluated and many related files. I am attaching a reasonably sized file that illustrates the alternative routes in schematic form.

With respect to your location along Holiday Park Drive, the preferred interchange location is the middle interchange that will provide full movements to and from both directions of Highway 11. The location of this interchange was selected to be the closest acceptable distance from the Cedar Lane interchange in order to provide ramps from the south as well as from the north. There would be a service road from Holiday Park Drive to the interchange and from the interchange northerly to Alpine Ranch Road (similar to the East Service Road in the MTO Recommended Plan). Hope this helps.

We will see you on Thursday at the Bracebridge Sportsplex Auditorium, 110 Clearbrook Trail.

Val  
Valerie McGirr, P. Eng.  
Manager, Ottawa Office  
D 613.820.8282 ext 243

**AECOM**

302-1150 Morrison Drive, Ottawa ON K2H 8S9  
T 613.820.8282 F 613.820.8338  
[www.aecom.com](http://www.aecom.com)

**From:****Sent:** Monday, October 28, 2013 2:33 PM**To:** Ghiourelotis, Catherine**Subject:** RE: VENUE CORRECTION - Bracebridge North Transportation Corridor Class Environmental Assessment - Public Open House #2

Hi Catherine,

Our staff couldn't attend the Public Open House but we'd like to review the EA document. I'm getting an error message when I open you the consultation tab of the website. Would you be able to send me the document?

Thanks!



## Ghioureliotis, Catherine

---

**From:**  
**Sent:** Tuesday, November 12, 2013 8:23 AM  
**To:** Ghioureliotis, Catherine  
**Subject:** RE: VENUE CORRECTION - Bracebridge North Transportation Corridor Class Environmental Assessment - Public Open House #2

Hi Catherine,

I found the reports that I was looking for. Must have been a temporary glitch.

Thanks!

---

**From:** Ghioureliotis, Catherine [mailto:Catherine.Ghioureliotis@aecom.com]  
**Sent:** November 11, 2013 1:30 PM  
**To:**  
**Subject:** RE: VENUE CORRECTION - Bracebridge North Transportation Corridor Class Environmental Assessment - Public Open House #2

Hi

My apologies for the delayed response.

We were doing some updates to our website recently, so that may have been why you were getting the error message. If you try again, you might have more success.

I'm not sure which EA document specifically you are referring to. We haven't published the ESR yet, but we have various technical reports available on the website. Is there a specific report you're looking for?

Please let me know how I can help,

**Catherine Ghioureliotis, B.Soc.Sc.**  
Environmental Planner, Environment  
D 613.820.7728 x 264  
[catherine.ghioureliotis@aecom.com](mailto:catherine.ghioureliotis@aecom.com)

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RECEIVED  
OCT 30 2013

Craig Douglas, P. Eng.  
Manager of Design Services  
District Municipality of Muskoka  
70 Pine Street  
Bracebridge, ON  
P1L 1N3

October 30, 2013

Dear Mr. Douglas:

**RE: Bracebridge North Transportation Corridor – Class EA**

For the record we are the registered owners of \_\_\_\_\_, Town of  
Bracebridge within the District Municipality of Muskoka. This parcel consists of approximately  
100 acres \_\_\_\_\_. It is our principal residence.

Our intention is to list below our concerns and questions to date with the expectation other  
concerns and questions, based on further research and consultation with our solicitor, will follow.

In addition, we ask that that the questions and concerns we pose now and in the future are  
formally addressed in writing.

**Diminished Property Value**

We note the “preferred” routing of this future bypass severs our property from east to west,  
leaving the lesser portion to the south. Effectively, this would place our principal residence in  
close proximity to the proposed bypass. Our house would be sandwiched between these two  
roads - the existing bypass (High Falls Road) and the proposed, new bypass.

The proposed “preferred” routing diminishes our property/house value, regardless of the date of  
construction. If our hundred-acre property is intersected by the recommended bypass it would,  
effectively, cut us off from easy access to the north portion of our property.

Question: What is the exact distance proposed between our house and the new bypass?

### **Peaceful Enjoyment**

This proposal would leave our house, which we built to enjoy our 100 acres, trapped between two busy roads. From our perspective, this is an unacceptable situation.

Our 100-acre lot has been in our family for well over fifty years. Its natural habitat has been maintained and it has given us invaluable peaceful enjoyment with a direct and relatively undisturbed connection to nature.

### **Managed Forest Property**

In 1998 our 100 acre property was registered through the Ontario Government as a Managed Forest Property. Over a two-year period, 1987-88 we planted approximately 6,000 trees, many of which have now reached considerable size. In fact it has, due to the increased number of trees, become a natural deer habitat. Deer congregate on our property throughout the year. In harsh winter conditions, we have provided feed for the deer in relatively close proximity to our house. The proposed "preferred" bypass would intersect, disturb and effectively ruin the existing deer habitat. It is also worth noting that neither of us are hunters, nor do we allow hunting on our property.

Much of the work we expended on planting trees and maintaining the property to meet the requirements of the managed forest plan for the past 15 years will be bulldozed away under your proposal. Further, management of a large area of trees and wildlife requires regular patrols of our property. Access to the northern "Managed Forest Property" of our land will be seriously compromised.

### **Safety at Intersection of High Falls Road and "Preferred" Bypass**

The plans we have reviewed do not mention how traffic will be controlled at the intersection of High Falls Road and the "preferred" route. Presumably, the new bypass will have the right-of-way necessitating either stop signs or lights at the intersection. It would appear the new "preferred" route would cross from the north side of High Falls Road directly onto Bonnell Road. Bonnell Road at that point would become part of the "preferred" bypass.

This would create a very serious safety problem. Traffic moving west on High Falls Road up a very steep hill and around a relatively tight curve would immediately be confronted with the aforementioned intersection. There are obvious issues with visibility and grade. Any delay of traffic on High Falls Road, in particularly when the road is covered with snow or ice, would result in vehicles unable to move from a full stop and continue on towards the proposed intersection.

High Falls Road is known and referred to locally as the "High Falls Speedway" and with many vehicles that exceed the posted speed limit of 60 kph. During the summer motorcycles, often riding in packs, regularly double or triple the speed limit. An intersection where you proposed would clearly increase the chances of serious accident.

### **Natural Terrain at Intersection of High Falls Road and Bunnell Road**

There are steep, deep gullies on both the north and south side of the intersection of High Falls Road and Bunnell Road. It is a natural run-off area and bringing the "preferred" bypass in from the north would require considerable blockage of the existing ravine. Yes, culverts could be used to prevent water from pooling but there would be an enormous damage to the existing terrain.

### **Designated Winter Deer Yard**

It would appear that the most significant influence on the "preferred" route selection is an area identified by the Ministry of Natural Resources as a deer wintering area. Ironically, the deer wintering area extends onto our property and the property of our neighbour to the east. All the local deer wintering areas would be negatively affected if the "preferred" route is implemented.

Currently, the deer often traverse High Falls Road and spend considerable time on properties next to the Muskoka River. As well, they regularly graze on the field located on our property next to High Falls Road.

Question: Has AECOM done a survey/study of the identified deer wintering ground outlined in the recent study?

Request: If AECOM completed a survey/study of the identified deer wintering ground please provide us with a copy of that entire study.

Question: Are the deer in Muskoka classified as an "endangered species?"

Question: Why does the deer wintering area identified by the MNR take precedence over the one on our land and the land of our neighbours?

Question: Has the MNR ever distributed feed (ie: hay, grain or pellets) within the boundaries of the area to the north of High Falls Road that it has identified as a deer wintering site?

Request: Please provide us with copies of all the MNR's historic and present scientific studies that clearly identify the boundaries of the deer wintering area to the north of High Falls Road.

Request: Please provide us with the specific legislative authority that allows the MNR to so dramatically influence the routing of the "preferred" bypass through what it identifies as a deer wintering area.

Request: Please provide us with the specific rationale and scientific studies that identified and created a non-deer wintering area along High Falls Road immediately west of Highway 11. This determination was obviously made during the EA process preceding the re-construction of High Falls Road.

### **Railway under/over Crossing**

We note that the "preferred" bypass route crosses the north-south railway line to the south of High Falls Road. It is our understanding that this crossing area has been determined as being more useful and more feasible than an over/under pass at the railway tracks that intersect High Falls Road.

Question: Where the proposed "preferred" bypass crosses the north/south railway line will it be a level crossing or an over/under pass?

Question: What is the projected cost of a railway over/under pass in the proposed location?

Request: Please provide us with the data showing the volume of train traffic within the study area.

Request: Please provide us with the rationale behind constructing a railway over/under pass while at the same time there are two level crossings within the downtown area of Bracebridge.

Question: Is it reasonable to assume there is and will be considerably more vehicle traffic in the downtown core area of Bracebridge than is anticipated on the "preferred" North Transportation Corridor. With this in mind how can an over/under rail crossing be given priority on the "preferred" route?

### **Configuration of "Preferred" Bypass Plan**

It seems only logical that a bypass completes an outside perimeter to a large segment of land that eventually in fills so as to allow egress from property encompassed within major arteries. Surely Highway 11, Muskoka Road 4 and High Falls Road complete three sides of an obvious area of future development.

In fact, the study area for the proposed North Transportation Corridor extends to north of Falkenburg Road.

Constructing a bypass that is parallel and close to High Falls Road is, in effect, duplication, serving no long-term need. In fill would be restricted and future development of land to the north end of your study area would still require a future "northern" transportation route.

### **Our "Preferred" Routing**

A routing further to the north makes infinitely more sense than the "preferred" North Transportation Corridor that has been proposed.

The truth is High Falls Road will continue to be used as the northern bypass well into the future. The first stage of any construction will be the flyover/cloverleaf constructed by MTO. A service road running south from the new bridge on both sides of Highway 11 would be the next logical step.

From that point, perhaps twenty of thirty years in the future, a road would be required that runs to the west but well to the north of High Falls Road. This configuration would allow for controlled infilling of the land between High Falls Road and the northern boundary of area identified in your study. It would also provide for infilling to the west.

For many the concept of infilling is abhorrent. Unfortunately or fortunately, depending on your perspective, infilling is a reality. Any local resident over the age of 50 can remember when many of the subdivisions around Bracebridge were once little more than fields and forest. Canadian Tire in Bracebridge, for instance, sits on what was once a pasture for dairy cows.

We are well aware that many have objected to additional traffic on High Falls Road. The reality is there would, over the short term, be little increase in traffic. However, there would be a closure of the dangerous crossover where High Falls Road intersects with Highway 11.

The fact is that municipal budgets simply do not allow for full completion of a North Transportation Corridor within the foreseeable future.

No matter what route is chosen for the bypass, selecting a plan that will eventually funnel traffic away from High Falls Road is the obvious preference. Building a bypass parallel and relatively close and parallel to High Falls Road does not, in the long run, make practical sense nor does it serve future generations well.

Question: Given the obvious fact that construction of the “preferred” North Transportation Corridor will not be completed all at one time we are requesting a listing of priorities of the various sections that will eventually complete the proposed route.

### **Time Frame for Response**

The first public release of the “preferred” Northern Transportation Corridor was on October 16, 2013 for the benefit of Bracebridge elected officials. The next day a public open house was held, advertised only through the local media. Personal letters to the property owners whose land would be affected were not provided. This lack of disclosure indicates poor communication and a noteworthy absence of respect for tax paying landowners.

It was clearly stated that the public had up until November 01, 2013 to respond with their concerns, comments, objections etc. We are of the opinion that this allows insufficient time to fully digest the material presented, to obtain outside legal advice and to consult with others who feel they will be negatively impacted by the “preferred” route. **As such, we are asking for additional time to consider all the ramifications of the information that was presented.**

We should also note that many, even those with properties directly affected by the “preferred” route, are currently unaware of what is planned. In fact, the individuals we have spoken to were under the impression the Northern Transportation Corridor would be, as inferred, eventually constructed to the north of High Falls Road. Of course, such is not the case.



Request: Please confirm in writing that additional time after November 01, 2013 will be made available to the public. The existing time-frame is simply too short.

Request: In the interest of fairness all property owners who are directly and indirectly affected by this proposal must be given written notice that clearly shows the proximity of their properties to the "preferred" route.

### **Conclusion**

In conclusion we would like to thank you in advance for the careful consideration you have given our question, concerns and requests.

As we investigate further, we anticipate we will require additional information and answers to our questions.

Thank you for providing our requests in writing by November 22, 2013.

Yours sincerely,

C.C. Chris Stilwell, P. Eng.  
Consultant Project Manager  
AECOM  
345 Ecclestone Drive  
Bracebridge, ON  
P1L 1R1



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www.aecom.com

705 645 5992 tel  
705 645 1841 fax

November 12, 2013

:

**Project No: 60241537**

**Regarding: Bracebridge North Transportation Corridor Study**

Thank you for taking the time to provide us with your questions and comments in regards to the ongoing Bracebridge North Transportation Corridor (BNTC) Study. In response to your letter dated October 30, 2013, we can provide the following information:

***Question: What is the exact distance proposed between our house and the new bypass?***

Response: Based on the aerial photography that we have available, we calculate approximately 120m from the nearest corner of your home to the centreline of the proposed road.

***Question: Has AECOM done a survey/study of the identified deer wintering ground outlined in the recent study?***

Response: AECOM undertook a survey in the southern portion of the deer yard last winter. These results will be included in the written study documentation and also placed on the study web site.

***Question: Are the deer in Muskoka classified as an “endangered species”?***

Response: Deer are not considered a Species at Risk anywhere in Ontario. For a complete listing of Mammals at Risk in Ontario, please visit the website:

[http://www.mnr.gov.on.ca/en/Business/Species/2ColumnSubPage/MNR\\_SAR\\_MAMMALS\\_AT\\_RISK\\_EN.html](http://www.mnr.gov.on.ca/en/Business/Species/2ColumnSubPage/MNR_SAR_MAMMALS_AT_RISK_EN.html).

***Question: Why does the deer wintering area identified by the MNR take precedence over the one on our land and the land of our neighbours***

***Has the MNR even distributed feed within the boundaries of the area to the north of High Falls Road that it has identified as a deer wintering site?***

***Please provide us with copies of all the MNR’s historic and present scientific studies that clearly identify the boundaries of the deer wintering area to the north of High Falls Road.***

***Please provide us with the specific rationale and scientific studies that identified and created a non-deer wintering area along High Falls Road immediately west of Highway 11. This determination was obviously made during the EA process preceding the re-construction of High Falls Road.***

Response: The MNR has authority to protect areas that have been designated as Deer Yard through the Provincial Policy statement. Section 2.1.4 states:

*Development and site alteration shall not be permitted in:*  
*d) significant wildlife habitat*

Significant Wildlife habitat is defined within MNR's Natural Heritage Reference Manual (2nd edition, 2010) within section 9.0 pages 81 through 89 and Appendix B.1.2 as well as MNR's Significant Wildlife Habitat Ecoregion 5E Criterion Schedule. Deer Yarding Areas are considered provincially significant wildlife habitat as per Section 1.1 of the Criterion Schedule where they are mapped by MNR District offices and can be found within Land Information Ontario (LIO).

Within the study area, the deer yard layer was obtained through MNR's LIO system and then revised by AECOM ecologists within the most southern section. Through correspondence with MNR, this revision was accepted.

During an agency meeting held January 3rd, 2013, MNR stated that the deer yard is a constraint and they have the authority to prevent the preferred route from crossing the deer yard.

Regardless of this authority, further meetings with the MNR in respect to the Designated Winter Deer Yard are ongoing. A follow-up response will be provided once more information is available.

***Question: Where the proposed "preferred" bypass crossed the north/south railway line, will it be a level crossing or an over/under pass?***

Response: The profile for the preferred route shows that both a level crossing and a grade-separated crossing are feasible. The selection of a level crossing versus a grade separation will be made during the detailed design stage when data on the number of trains and traffic volumes expected on the new roadway can better be estimated.

***Question: What is the projected cost of a railway over/under pass in the proposed location?***

Response: The cost to provide a grade separation to carry the new road over the railway is budgeted at \$5 million in current dollars.

***Request: Please provide us with the data showing the volume of train traffic within the study area.***

Response: We do not have data on the number of trains currently using this rail line. Given the changes in train traffic experienced in the past, up-to-date data will be obtained when needed for decision-making as described below.

***Request: Please provide us with the rationale behind constructing a railway over/under pass while at the same time there are two level crossings within the downtown area of Bracebridge.***

Response: The ability to grade-separate a crossing, if needed, is an advantage. Where the railway and Manitoba Street are in close proximity, it would not be feasible to grade-separate the railway.

It is generally considered necessary to construct a grade separation when the number of trains times the daily volume of traffic is greater than 200,000 (eg. 20 trains and 10,000 vehicles per day or 40 trains and 5,000 vehicles per day). The traffic forecast calculated using current traffic volumes, historical growth rates and potential development is in the order of 5,000 vehicles per day. Therefore it would be necessary for the number of trains on the rail line to grow substantially to indicate a need for a grade separation, based on this criterion. The characteristics of the crossing, including its location and speed of trains, are also considerations in the determination of a need for a grade separation. The need for a grade separation for the BNTC will need to be determined at the time of detailed design when the number of trains and the volume of traffic can more accurately be estimated.

***Question: Is it reasonable to assume there is and will be considerably more vehicle traffic in the downtown core area of Bracebridge than is anticipated on the “preferred” North Transportation Corridor? With this in mind how can an over/under rail crossing be given priority on the “preferred” route?***

Response: The ability to construct a grade separation, if needed, is one consideration we have examined with respect to comparing the alternative routes for the BNTC. Again, there are many factors to consider including train speed (low in the downtown core), impacts on existing communities and availability of land. This issue is not related to the feasibility of, or the need for, a rail grade separation in downtown Bracebridge.

***Question: Given the obvious fact that construction of the “preferred” North Transportation Corridor will not be completed all at one time, we are requesting a listing of priorities of the various sections that will eventually complete the proposed route.***

Response: No priority for construction of segments of the north transportation corridor has been considered. The locations where the corridor intersects with the existing road network would provide potential locations to start and stop construction, should staging be required.

***Request: Please confirm in writing that additional time after November 1, 2013 will be made available to the public. The existing time-frame is simply too short.***

Response: The cut-off date of November 1, 2013 to provide comments is only for comments to be incorporated into our Consultation Summary Report for the Open House held on October 17, 2013. This deadline allows us to expedite availability of the Summary Report to the public on our project website. All comments received after that time will be incorporated into the Environmental Study Report (ESR) as per the Municipal Class Environmental Assessment (EA) Process. We ask that comments be submitted by December 31, 2013 in order to be addressed in the ESR. Following the Notice that will announce the submission of the ESR to the Ministry of the Environment, the public will have 30 days during which time they can continue to submit comments as per the Class EA Process.

***Request: In the interest of fairness all property owners who are directly and indirectly affected by the proposal must be given written notice that clearly shows the proximity of their properties to the "preferred" route.***

Response: Letters and our study newsletter are being sent out to all registered property owners within 200 m of the preferred alternative route on the municipal assessment roll to inform owners of the study. In addition, more detailed plans to those included on the newsletter have been made available of the project web site.

Sincerely,  
**AECOM Canada Ltd.**



Chris Stilwell, P. Eng.  
Project Manager

CS:cg  
Encl.

cc: Craig Douglas, Manager of Engineering Services, District Municipality of Muskoka  
Valerie McGirr, Deputy Project Manager, AECOM

**COMMENT SHEET****Public Open House #2  
October 17, 2013**

n House. Your participation and input is key to the successful  
information, the display material will be available on-line at

Comments and suggestions related to the Environmental Assessment study are being collected at this Public Open House. Material collected through the comment process will be maintained on file for use during the study and will be included in study documentation. With the exception of personal information, all comments will become part of the public record. You may leave your comment sheet in the designated box when you leave tonight, or send it to the address listed below **by November 1, 2013**.

**Craig Douglas, P. Eng.**  
**District Municipality of Muskoka**  
**Manager of Design Services**  
70 Pine Street  
Bracebridge, ON P1L 1N3  
Phone: 705-645-6764  
Toll Free: 1-800-281-3483  
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E-mail: [cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca)

**Chris Stilwell, P. Eng.**  
**Consultant Project Manager**  
**AECOM**  
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Fax: 705-645-1841  
E-mail: [chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

BY HAND TO CRAIG DOUGLAS/CHRIS STILLWELL

**1.** The study for the "Bracebridge North Transportation Corridor" seems to have been thoroughly and carefully thought out. The alternate routes are reasonable and the "preferred route" is clearly the most direct, least disruptive and would pose the least number of conflicts at the time of implementation. It is a good example of long-term planning for future traffic flows.

**2.** It is good to see interference with the wet-lands in the area of the study kept to a minimum; the most notable disruption is where the Preferred Route meets S. Monck Dr. and we would suggest that this intersection be relocated slightly to the north.

**3.** We do have a concern regarding the Preferred Route where it crosses our 103 acre (-+) property, the Township of Monck, now Monck Ward of the Town of Bracebridge. While it may seem positive that the corridor and construction, once completed, would provide a severance of the property resulting in two separated parcels of land, since implementation of the route is stated to be 20 to 30 years in the future, it would appear to us that in the meantime the use of the property, with the exception of construction of a single family dwelling, would be very compromised if 100 feet of its entire length of 1 ¼ (-/+) kilometres is encumbered with the proposed corridor route. A further encumbrance on the property would be that the existing frontage of 271 feet would be impaired by a 100 foot proposed corridor right-of-way, reducing it to 171 feet. This 271 foot frontage is clearly the best route for the corridor however, because it has a much lower ridge of rock immediately to the west of it compared to either side. Any proposal for use of the property during the 20 to 30 year time span would be required to "have regard for" the proposed route, resulting in severe restrictions on any possible development. We recently have had the property (which we bought in 1988 as an investment -25 years ago) for sale as development potential and to see our valuable estate asset virtually sterilized for 20 to 30 years is unconscionable.

A solution would be that we enter into a negotiated sale agreement with the District of Muskoka for the entire property as compensation and the District can benefit from any future development profits once the project comes to fruition. If this is a possibility we need to have written commitment from District in this regard prior to the required Official Plan Amendment receiving approval.

Make no mistake, we support the project and do not wish to interfere in the growth of the area, nevertheless, it is only fair that we receive compensation for the reduction of our valuable asset.





AECOM  
345 Ecclestone Drive  
Bracebridge, ON, Canada P1L 1R1  
www.aecom.com

705 645 5992 tel  
705 645 1841 fax

November 18, 2013

Dear

**Project No: 60241537**

**Regarding: Bracebridge North Transportation Corridor Study**

Thank you for taking the time to provide us with your comments in regards to the ongoing Bracebridge North Transportation Corridor (BNTC) Study. As per your request for a response to your comments on the sheet received on October 30, 2013, we would like to provide the following information:

Item 1- Thank you for your comments, this will be included in the study documentation with names removed for privacy reasons.

Item 2 - Regarding your suggestion that the "preferred" route intersection at South Monck Drive be relocated slightly to the north, we are examining route refinements as a result of the comments we received.

Item 3 – We have consulted with representatives of the District Municipality of Muskoka and they have advised that the District is not in a position to enter into a negotiated sale agreement at this stage of the project.

Thank you again for taking the time to submit your comments.

Sincerely,  
**AECOM Canada Ltd.**

A handwritten signature in black ink, appearing to read "Chris Stilwell". The signature is fluid and cursive.

Chris Stilwell, P. Eng.  
Project Manager

CS:cg  
Encl.

cc: Craig Douglas, Manager of Engineering Services, District Municipality of Muskoka  
Valerie McGirr, Deputy Project Manager, AECOM

October 31, 2013

RECEIVED  
OCT 31 2013

Craig Douglas, P.Eng  
Manager of Design Services  
District Municipality of Muskoka  
70 Pine Street  
Bracebridge, ON  
P1L 1N3

Dear Mr. Douglas,

**Re: Bracebridge North Transportation Corridor – Class EA**

We are the registered owners of \_\_\_\_\_, Town of Bracebridge, in the District Municipality of Muskoka. Our property is approximately 200 acres and was purchased in August 2012 to enjoy, as we enter our retirement years.

**We formally lodge an objection to the proposed route for the Bracebridge North Transportation Corridor**, which if approved, will effectively sever our property horizontally along with the properties of our neighbours to the east and west along High Falls Rd.

It is our understanding that the first public meeting to unveil the “preferred” Northern Transportation Corridor was on October 17<sup>th</sup>, 2013, with an open house. We did not attend the meeting since we only read the notice the next day in the local print media. To the best of our knowledge **there was no direct correspondence with the affected taxpaying property owners** which is not only good practice, it is also approved protocol in a situation of this magnitude. Given the lack of turnout of property owners at both open houses, one could speculate that there is actually an attempt to limit participation. It was noted in the Public Open House summary reports, dated August 23<sup>rd</sup>, 2012, and Oct 17, 2013, that businesses and public agencies were notified directly.

**Question: Why were they given what would appear to be the special treatment?**



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345 Ecclestone Drive  
Bracebridge, ON, Canada P1L 1R1  
www.aecom.com

705 645 5992 tel  
705 645 1841 fax

November 12, 2013

**Project No: 60241537**

**Regarding: Bracebridge North Transportation Corridor Study**

Thank you for taking the time to provide us with your questions and comments in regards to the ongoing Bracebridge North Transportation Corridor (BNTC) Study. In response to your letter dated October 31, 2013, we can provide the following information:

***Question: Why were they [business owners and agencies] given what would appear to be special treatment?***

Response: It is standard procedure during the Municipal Class Environmental Assessment (EA) Process to include contacts with agencies and any potentially interested business or community groups. Initial contact to potentially affected members of the public is best achieved through broader means, such as newspaper advertisements, as a way to reach interested stakeholders. As the study progresses, interested members of the public have the opportunity at any time to come forward and ask to be included on the study mailing list. Any public stakeholders who have asked to be included on our study mailing list have received direct notification of study related events.

***Question: What takes precedence for MNR in a situation such as this; an approved Forest Management Plan or approval of the destruction of a forest in favour of a new road?***

Response: District of Muskoka Planners indicate that although MNR approves managed forests, this land designation is not a constraint to the routing of a new road. The planning consultant for this study further clarified that an owner can opt out of the managed forest program at any time. However in doing so the property tax relief afforded by participation in the program would be lost. The link to the MNR website on the managed forest incentive program is:

[http://www.mnr.gov.on.ca/en/Business/Forests/2ColumnSubPage/STEL02\\_166346.html](http://www.mnr.gov.on.ca/en/Business/Forests/2ColumnSubPage/STEL02_166346.html)

***Question: When and why was High Falls Road abandoned as the northern bypass route?  
Please explain why this alternative to a bypass was determined to be untenable.***

Response: Portions of High Falls Road were considered during the development of alternative routes; however, the full length is not designed to an arterial road standard. The horizontal and vertical alignments of High Falls Road cannot be constructed to an adequate design speed without extensive impacts to adjacent existing homes and properties and at high cost. The District Municipality of Muskoka invested many millions on the recent upgrade to High Falls Road, which still has many steep grades and tight curves.

***Question: Why would a 3<sup>rd</sup> party consultant make such an apparently clear statement?  
Please provide the background that led to this conjecture. [Referring to C. Stilwell's comment that "the expectation is the identified preferred solution won't change".]***

Response: In the October 21, 2013 Cottage Country Now web article the context of the quote was in relation to a question regarding the municipal class EA process and how the preferred route would change in 20 - 30 years when it's built. The quote was related to the preceding paragraph about re-opening the EA every 10 years for review per the current municipal class EA requirements (Section A.4.3 Revisions and Addenda to Environmental Study Report, pages A-73 and 74). After ten years, if project implementation has not started, the proponent is required to review the planning and design process and the current environmental setting to confirm that the project and the mitigation measures are still valid given the current context. For example, the Species at Risk list undergoes regular updates and a species that is added to the list may require additional mitigation measures to be included. Normally we don't expect the preferred route to change. Mr. Stilwell did not imply that the preferred route cannot be revised during the current EA process. The purpose of consultation is to obtain input and review the technically preferred route with consideration for the comments received. The Environmental Study Report will document how the comments received have been incorporated into the Recommended Plan.

Sincerely,  
**AECOM Canada Ltd.**

Chris Stilwell, P. Eng.  
Project Manager

CS:cg  
Encl.

cc: Craig Douglas, Manager of Engineering Services, District Municipality of Muskoka  
Valerie McGirr, Deputy Project Manager, AECOM

As a result of the lack of communication, we have had very little time to review the years of documentation that has led to this "preferred" plan and to ask relevant questions that will assist in gaining a better understanding of the history behind this latest proposal.

Soon after our purchase of the property in 2012 we embarked on the process to develop a **Forest Management Plan** that was ultimately approved by the Ministry of Natural Resources. Preservation and maintenance of the **natural habitat** has long been a passion for us, and this property provided what we believed to be **a legacy for our children as well as future generations**. In preparing the survey for the application, the Managed Forest Plan Approvers noted that the property was unique in its mixed topography of deep valleys, significant rock outcrops, streams, and old growth forest with massive conifers and deciduous trees. It was also noted that there was an abundance of wildlife throughout.

We committed, in the approved plan, to ensure **good stewardship** of this wonderful natural habitat by maintaining the many kilometres of hiking trails that had been established over the past hundred years. As well, in line with our careers supporting individuals with special needs, it is our plan to make the property accessible to agencies serving these populations.

To the best of our knowledge, there are very few tracks of land -100 to 200 acre parcels with old growth forest - within the town limits of Bracebridge. Once they are gone, they can never be brought back. It is worthy of consideration. Attached are a few pictures to assist in your consideration of our objection.

**Question: What takes precedence for MNR in a situation such as this; an approved Forest Management Plan or approval of the destruction of a forest in favour of a new road?**

With regards to the notion of building a bypass within a kilometre of an existing road currently being used as a bypass, it does not appear to make good use of our taxpayer dollars.

In the Oct 21<sup>st</sup> article by Jennifer Bowman of the Bracebridge Examiner (*"Residents weigh in on north bypass"*), she states that MTO "suggested a fly-over at High Falls and service roads on each side, which the town and district disagreed with".

**Question: When and why was High Falls Road abandoned as the northern bypass route? Please explain why this alternative to a bypass was determined to be untenable.**

The article goes on to quote Chris Stilwell, from AECOM indicating that "the expectation is the identified preferred solution won't change".

**Question: Why would a 3<sup>rd</sup> party consultant make such an apparently clear statement? Please provide the background that led to this conjecture.**

The proposed "preferred" route, as articulated in the Oct 17<sup>th</sup>, 2013 public meeting will undoubtedly result in **diminished property value for our property and our immediate neighbours' properties**. As mentioned above, we purchased the home and property just over one year ago as a **200 acre parcel of land with beautiful views, cascading streams, massive rock faces and deep ravines**. If our land is severed in favour of a road, not only will our dream property be destroyed, it will be valued significantly less than the purchase price in 2012.

In the Bracebridge Examiner article by Jennifer Bowman, dated October 17<sup>th</sup>, 2013, (*North corridor plans pushed to future, property values at risk*) she states that "plans for the corridor are not expected to materialize anytime soon". Mr. Stilwell indicated that it could be... "20, 30, 40 years before this corridor is constructed".

It is our significant concern that if this plan remains "on the books" for this period of time, it will very likely render our property "un-sellable". As stated by Councillor Steve Clement, "if you expose this route, what will that do to the price of property until something is done? That's not fair".

**For these reasons we respectfully urge the Town of Bracebridge to take this bypass as proposed "off the books".**

The recently formed **Northern Bypass Citizens' Coalition** is planning a hike of the proposed bypass in mid to late November. We welcome you, and any other interested parties to join us. An invitation will be forthcoming.



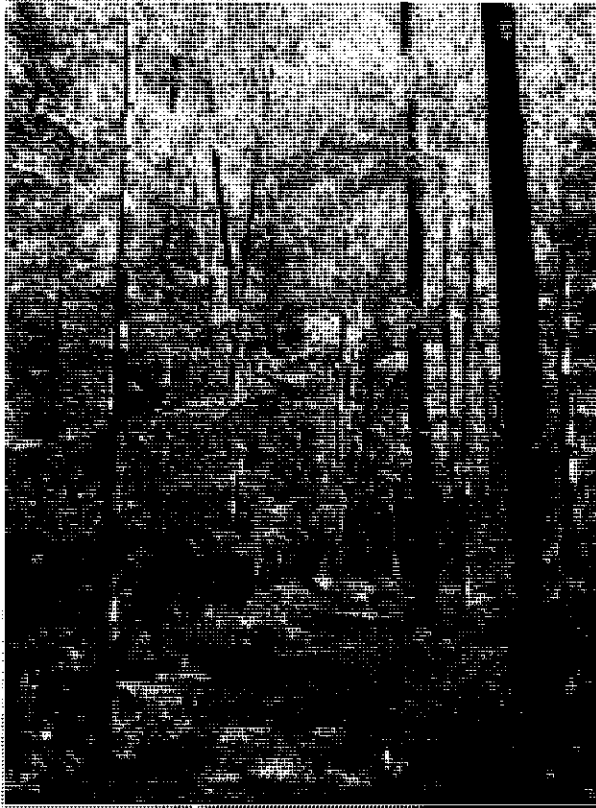
In closing, we look forward to your reply with the answers to our questions, as we continue the dialogue.

Sincerely,

cc: Chris Stilwell, P. Eng.  
Consultant Project Manager  
AECOM  
345 Ecclestone Drive  
Bracebridge, ON P1L 1R1

Northern By-Pass Citizens' Coalition  
Councillor Steve Clement , Town of Bracebridge  
Patrick Bennett, Mason Bennett Johncox  
Brock Napier  
Jennifer Bowman, Bracebridge Examiner

1201 High Falls Road  
Impact Sites of Proposed Northern By-Pass  
October, 2013



**Walking Trails**



**Natural Water Fall**



**Rock Outcrops & Deep Ravines**

**Old Growth Forest**



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345 Ecclestone Drive  
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705 645 5992 tel  
705 645 1841 fax

November 12, 2013

**Project No: 60241537**

**Regarding: Bracebridge North Transportation Corridor Study**

Thank you for taking the time to provide us with your questions and comments in regards to the ongoing Bracebridge North Transportation Corridor (BNTC) Study. In response to your letter dated October 31, 2013, we can provide the following information:

***Question: Why were they [business owners and agencies] given what would appear to be special treatment?***

Response: It is standard procedure during the Municipal Class Environmental Assessment (EA) Process to include contacts with agencies and any potentially interested business or community groups. Initial contact to potentially affected members of the public is best achieved through broader means, such as newspaper advertisements, as a way to reach interested stakeholders. As the study progresses, interested members of the public have the opportunity at any time to come forward and ask to be included on the study mailing list. Any public stakeholders who have asked to be included on our study mailing list have received direct notification of study related events.

***Question: What takes precedence for MNR in a situation such as this; an approved Forest Management Plan or approval of the destruction of a forest in favour of a new road?***

Response: District of Muskoka Planners indicate that although MNR approves managed forests, this land designation is not a constraint to the routing of a new road. The planning consultant for this study further clarified that an owner can opt out of the managed forest program at any time. However in doing so the property tax relief afforded by participation in the program would be lost. The link to the MNR website on the managed forest incentive program is:

[http://www.mnr.gov.on.ca/en/Business/Forests/2ColumnSubPage/STEL02\\_166346.html](http://www.mnr.gov.on.ca/en/Business/Forests/2ColumnSubPage/STEL02_166346.html)

***Question: When and why was High Falls Road abandoned as the northern bypass route?  
Please explain why this alternative to a bypass was determined to be untenable.***

Response: Portions of High Falls Road were considered during the development of alternative routes; however, the full length is not designed to an arterial road standard. The horizontal and vertical alignments of High Falls Road cannot be constructed to an adequate design speed without extensive impacts to adjacent existing homes and properties and at high cost. The District Municipality of Muskoka invested many millions on the recent upgrade to High Falls Road, which still has many steep grades and tight curves.

***Question: Why would a 3<sup>rd</sup> party consultant make such an apparently clear statement?  
Please provide the background that led to this conjecture. [Referring to C. Stilwell's comment that "the expectation is the identified preferred solution won't change".]***

Response: In the October 21, 2013 Cottage Country Now web article the context of the quote was in relation to a question regarding the municipal class EA process and how the preferred route would change in 20 - 30 years when it's built. The quote was related to the preceding paragraph about re-opening the EA every 10 years for review per the current municipal class EA requirements (Section A.4.3 Revisions and Addenda to Environmental Study Report, pages A-73 and 74). After ten years, if project implementation has not started, the proponent is required to review the planning and design process and the current environmental setting to confirm that the project and the mitigation measures are still valid given the current context. For example, the Species at Risk list undergoes regular updates and a species that is added to the list may require additional mitigation measures to be included. Normally we don't expect the preferred route to change. Mr. Stilwell did not imply that the preferred route cannot be revised during the current EA process. The purpose of consultation is to obtain input and review the technically preferred route with consideration for the comments received. The Environmental Study Report will document how the comments received have been incorporated into the Recommended Plan.

Sincerely,  
**AECOM Canada Ltd.**

Chris Stilwell, P. Eng.  
Project Manager

CS:cg  
Encl.

cc: Craig Douglas, Manager of Engineering Services, District Municipality of Muskoka  
Valerie McGirr, Deputy Project Manager, AECOM

**Stilwell, Chris**

---

**From:**  
**Sent:** Friday, November 01, 2013 3:35 PM  
**To:** cdouglas@muskoka.on.ca  
**Cc:** Stilwell, Chris  
**Subject:** Bracebridge North Transportation Corridor - Feedback  
**Attachments:**

Dear Mr. Douglas,

My spouse and I are submitting the attached letter as a response to the Class Environmental Assessment Study, as it relates to the Bracebridge North Transportation Corridor proposal. We look forward to receiving your feedback and welcome further questions and instructions about how we can continue to be involved in the proposal.

We expect you will let us know if you encounter any difficulties in receiving the letter.

Kind Regards,

November 1<sup>st</sup>, 2013

Craig Douglas, P.Eng  
Manager of Design Services  
District Municipality of Muskoka  
70 Pine Street  
Bracebridge, ON  
P1L 1N3

Dear Mr. Douglas,

**Re: Bracebridge North Transportation Corridor – Class EA**

We are the registered owners of \_\_\_\_\_, Town of Bracebridge, in the District Municipality of Muskoka. We purchased the property on December 14<sup>th</sup>, 2012. It is a parcel that consists of approximately 96 acres.

We are a young couple \_\_\_\_\_. We purchased this property less than a year ago with the intention of staying at this residence throughout our lives and into our retirement. The property possesses many of the attributes that make it an ideal place for us to live, work and raise a family.

The purpose of this letter is to formally lodge an objection to the proposed route for the Bracebridge North Transportation Corridor, which, if approved, will occupy the North-West and North-East sections of our property, along with severing the properties of our neighbours to the West. We understand that today, November 1, 2013, is the final day for the public to voice their objections to this project. Please accept this letter as a formal request to extend the existing time frame beyond this date, given that as an affected landowner, we have not had sufficient time to seek appropriate guidance and prepare our contributions to the inquiry.

Although our largest concern is the impact that this proposed corridor may have on the local environment, including the vegetation and wildlife, we are deeply concerned about the validity and integrity of the inquiry to date. As property owners, we have only learned of the corridor on Sunday October 27<sup>th</sup>, 2013, when a neighbour informed us of it. We do not understand how an inquiry about a proposal of this magnitude would not ensure that there is direct correspondence with the affected property owners. As taxpaying residents of the Town of Bracebridge, we consider this to be negligence.



Despite only owning this property for less than one year, we have already made a significant commitment to preserving the health of the land and it's animal inhabitants. As owners, we have pursued and established a Ministry of Natural Resources approved Forest Management Plan. This plan includes a number of activities that will preserve the natural habitat and promote the health of the land, wildlife and wetlands that exist on or use our property. It is clear that because affected landowners have not been contacted directly, there is no way that this inquiry could have taken into account the commitments that property owners and the Ministry of Natural Resources have made regarding the affected land, suggesting the inquiry to date is alarmingly limited in scope and depth.

We feel that as residents with plans to remain at this property for the remainder of our lives, we would have a lot to offer this inquiry, should we be fairly provided the opportunity to do so. In the short five days that we have been made aware of this proposal, we have collaborated with neighbours and other residents of the Town of Bracebridge, sought consultation with community members, and joined the Northern Bypass Citizens' Coalition. What this time has not allowed us to do is seek the advice of our political representatives and provide you with our input and documentation regarding the proposal, so that it may take into consideration the essential information that it is missing. In a district where there are more seasonal residents than permanent, we can only imagine that like us, there are many other stakeholders who will have vital information to contribute. Therefore, we ask for confirmation in writing that an extended period of time is allotted to the public so that your inquiry could be considered valid.

Sincerely,

Cc: Chris Stilwell, P. Eng.  
Consultant Project Manager  
AECOM  
345 Ecclestone Drive  
Bracebridge, ON P1L 1R1

Northern By-Pass Citizens's Coalition



AECOM  
345 Ecclestone Drive  
Bracebridge, ON, Canada P1L 1R1  
www.aecom.com

705 645 5992 tel  
705 645 1841 fax

November 12, 2013

**Project No: 60241537**

**Regarding: Bracebridge North Transportation Corridor Study**

Thank you for taking the time to provide us with your questions and comments in regards to the ongoing Bracebridge North Transportation Corridor (BNTC) Study. In response to your letter dated November 1, 2013, we would like to provide the following information.

The Bracebridge North Transportation Corridor Study has been ongoing since January 2012, during which time we have held two Open House events. Notification of public stakeholders was provided via newspaper advertisements placed for the Study Commencement, as well as each of the two Open House events. Any public members that asked to be included on our study mailing list during this time received direct notification of the events.

The cut-off date of November 1, 2013 to provide comments is only for comments to be incorporated into our Consultation Summary Report for the Open House held on October 17, 2013. This deadline allows us to expedite availability of the Summary Report to the public on our project website. All comments received after that time will be incorporated into the Environmental Study Report (ESR) as per the Municipal Class Environmental Assessment (EA) Process. We ask that comments be submitted by December 31, 2013 in order to be addressed in the ESR. Following the Notice that will announce the availability of the ESR for review, the public will have 30 days during which time they can continue to submit comments as per the Class EA Process.

We hope that this information allows you more time to review the study information. Please note, our study website ([www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca)) is a valuable resource for anyone interested in the ongoing study process and we endeavour to keep it up to date for your use. Information presented at last month's Open House is available for download there, as well as pertinent specialist reports.



Thank you again for taking the time to submit your comments.

Sincerely,  
**AECOM Canada Ltd.**

Chris Stilwell, P. Eng.  
Project Manager

CS:cg  
Encl.

cc: Craig Douglas, Manager of Engineering Services, District Municipality of Muskoka  
Valerie McGirr, Deputy Project Manager, AECOM

**Stilwell, Chris**

---

**From:**  
**Sent:** Thursday, October 31, 2013 8:40 AM  
**To:** cdouglas@muskoka.on.ca  
**Cc:** Stilwell, Chris;  
**Subject:** Bracebridge North Transportation Corridor

Dear Mr. Douglas,

As the owners of \_\_\_\_\_, we are very concerned about the currently preferred Northern By-Pass route and the promised public consultation process.

We attended the first public meeting in 2012 and left our contact information in order to be kept up to date. To our recollection, there was no reference to the currently preferred route at this first public meeting.

We were surprised when we read about the latest public meeting, held on October 16, 2013, in the local on-line media on the day of the event.

We were promised an open process with public involvement at the first public meeting!

What has happened to this promise. We have not received any communication from your department or AECOM since the first public meeting.

With so little time to review information, and little background information available, we cannot properly comment on the route information currently on-line.

Assuming that the environmental evaluation is complete without any meetings being held and no requests for information being made from the directly affected property owners is complete hubris.

Our property is now under the stigma of this proposed preferred route which will create uncertainty around property values and affect our ability to make long-term decisions regarding our home.

We request that you remove the designation of "preferred route" from the process at this time. As we understand it, the time frame for a new northern route is very lengthy.

Therefore, all proposed route options should be left open or on the table. Continuing the evaluation process with only one route on the table will leave no effective room to alter the route should other significant information come to light during the upcoming years (and decades).

We request that you clarify the public consultation process especially for the property owners who will be directly affected by any proposed route.

At the very least, information should be directly and personally sent to the landowners who request to be kept up to date and well in advance of any deadline for feedback.

We look forward to receiving a direct and timely response to the issues we have raised.

Regards,





AECOM  
345 Ecclestone Drive  
Bracebridge, ON, Canada P1L 1R1  
www.aecom.com

705 645 5992 tel  
705 645 1841 fax

November 12, 2013

**Project No: 60241537**

**Regarding: Bracebridge North Transportation Corridor Study**

Thank you for taking the time to provide us with your questions and comments in regards to the ongoing Bracebridge North Transportation Corridor (BNTC) Study. In response to your email dated October 31, 2013, we would like to provide the following information.

Sign-in information collected at our Public Open Houses is not included in our study mailing list unless specifically requested by the stakeholder. We are sorry if that was not clear. It has been our experience that some attendees prefer not to be contacted directly. That being said, stakeholders are welcome to request to be added to our study mailing list at any time during our study. Contacts on our mailing list receive direct notification of study-related events. We have now added your contact information into our mailing list to receive any future study-related correspondence.

For those who weren't on our study mailing list, notification of the second Public Open House was provided via advertisements in the *Muskoka Weekender* on October 10 and 17, 2013 and *What's Up Muskoka* on October 16, 2013. The Public Open House notice was also posted on the study website at [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca) on October 10, 2013 and on the District of Muskoka web site on October 11, 2013. In addition to these formal methods of notification, a story ran in the October 3<sup>rd</sup> edition of the *Muskoka Weekender* and [www.cottagecountrynow.ca](http://www.cottagecountrynow.ca) stating that District officials confirmed that there would be a meeting held during the month of October, with the date to be determined.

Please note any potentially affected property owners within 200 m of the technically preferred route are being sent a letter and a copy of the newsletter by mail in order to provide them with study-related information.

The purpose of the class EA process is to examine alternatives and identify a preferred design as part of the planning process. The Recommended Plan will be re-examined as required in advance of the design and implementation phase. It may be referenced in future policy documents of the District Municipality of Muskoka, the Town of Bracebridge and the Township of Muskoka Lakes.

Thank you again for taking the time to submit your comments.

Sincerely,  
**AECOM Canada Ltd.**

Chris Stilwell, P. Eng.  
Project Manager

CS:cg  
Encl.

cc: Craig Douglas, Manager of Engineering Services, District Municipality of Muskoka  
Valerie McGirr, Deputy Project Manager, AECOM



## Comments Received Since Open House #2

November 12, 2013

Dear \_\_\_\_\_ :

**Project No: 60241537**

**Regarding: District Municipality of Muskoka, Bracebridge North Transportation Corridor  
Class Environmental Assessment Study**

Following the presentation of our technically “preferred” alternative at the Public Open House held on October 17, 2013, we would like to take this opportunity to reach out to owners of properties that lie within 200 meters of the technically preferred route for the proposed North Transportation Corridor.

Please note that this notice is provided in addition to notification provided in local media publications, the District of Muskoka website and the project website. As well, it may be additional for some contacts already on the direct mailing list. We realize that some contacts receiving this letter have already provided comments, and a response to those comments will be provided shortly.

We have enclosed a copy of Newsletter #2, which was made available at the recent Open House and has been available on the project website (see below) since the Open House. This Newsletter contains maps of both the Alternative Routes and the Technically Preferred Route. Larger versions of both maps can be found under the *Consultation* tab on our study website at [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca).

Our study website is a valuable resource for anyone interested in the ongoing study process and we endeavour to keep it up to date for your use. Information presented at last month’s Open House is available for download there, as well as pertinent specialist reports.

There is an opportunity at any time during the EA process for interested persons to provide comments. Any comments received pertaining to the study will be collected under the *Environmental Assessment Act* and, with the exception of personal information, will become part of the public record.



Please contact one of the following team members to receive further information, or to be removed from our Project mailing list:

**Craig Douglas, P Eng.**

District Municipality of Muskoka  
Manager of Engineering Services  
70 Pine Street  
Bracebridge, ON P1L 1N3  
Phone: 705-645-6764  
Toll Free: 1-800-281-3483  
Fax: 705-645-7599  
E-mail: [cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca)

**Chris Stilwell, P. Eng.**

Consultant Project Manager  
AECOM  
345 Ecclestone Drive  
Bracebridge, ON P1L 1R1  
Phone: 705-645-5992 ext. 3252012  
Fax: 705-645-1841  
E-mail: [chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

Sincerely,  
**AECOM Canada Ltd.**



Chris Stilwell, P. Eng.  
Project Manager

CS:cg  
Encl.

cc: Craig Douglas, Manager of Engineering Services, District Municipality of Muskoka  
Valerie McGirr, Deputy Project Manager, AECOM

# Newsletter #2

## Bracebridge North Transportation Corridor Class Environmental Assessment

### Introduction and Background

The District Municipality of Muskoka (DMM) initiated a Class Environmental Assessment (EA) Study in January 2012 for a proposed transportation corridor north of the Town of Bracebridge urban area between Highway 11 and Muskoka Road 118.

Bracebridge North Transportation Corridor (BNTC) is identified in the Official Plan: to address traffic operations, safety and level of service concerns, to support planned growth in Bracebridge and to facilitate travel to and from the north.

MTO plans to convert Highway 11 to interchange access only in the 20-30 year time frame:

- The MTO Recommended Plan includes a bridge over Hwy 11 at High Falls Road and an east service road between Alpine Ranch Road and the Cedar Lane interchange with a new bridge over the Muskoka River

MTO noted that DMM must complete an EA Study for the BNTC for future reconsideration of the Recommended Plan for Hwy 11.

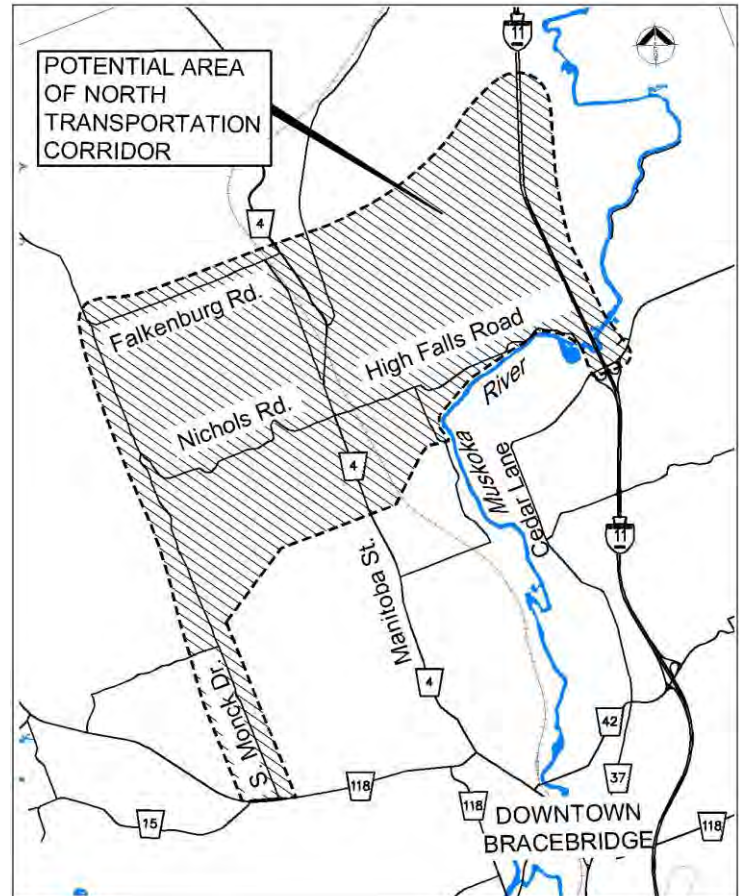
### Process

This long term transportation planning study is being carried out as a Schedule 'C' project under the Municipal Class Environmental Assessment document. There are 5 phases in this process:

- Phase 1 – Problem or Opportunity
- Phase 2 – Alternative Solutions
- Phase 3 – Alternative Design Concepts for Preferred Solution
- Phase 4 – Environmental Study Report
- Phase 5 – Implementation

### Consultation

- Public Open Houses (POH)
  - POH #1 – Alternative Solutions
  - POH #2 – Alternative Designs and Recommended Plan
- Website at [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca)
- Consultation at Commencement, POH #1, POH #2, Study Completion includes:
  - Newspaper notices (also posted on website)
  - Contact letters to agencies and stakeholders
- First Nations Consultation
- Meetings with agencies, First Nations, groups and individuals to obtain input
- Newsletters (available on website) for
  - POH #1, POH #2
- Council presentations
- ESR for formal public review
  - 30-day public review period



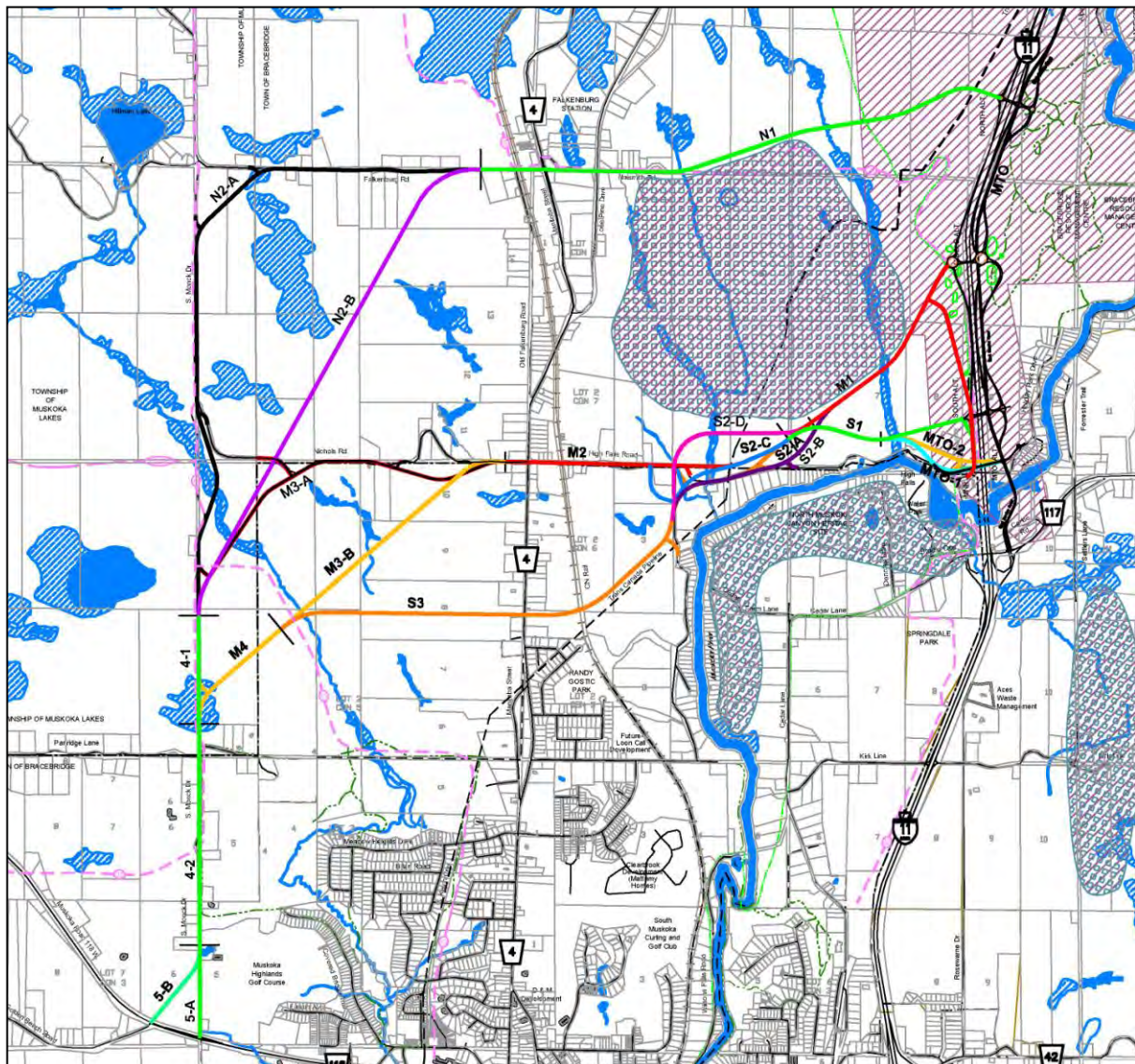


## Study Purpose and Schedule

The purpose of the study is to **identify a preferred corridor for the BNTC** and obtain approval under the Municipal Class EA document.

Milestone	Timeframe
Project Initiation	January 2012
Project Need/Alternative Solutions	Winter-Spring 2012
Existing Conditions	Spring-Summer 2012
POH #1	August 2012
Alternative Routes/Designs	Fall 2012 – Spring 2013
Functional Design for Recommended Plan and Environmental Study Report	Summer - Fall 2013
POH #2	Fall 2013
Presentations to Councils	Fall 2013
ESR Public Review	Fall 2013 – Early Winter 2014

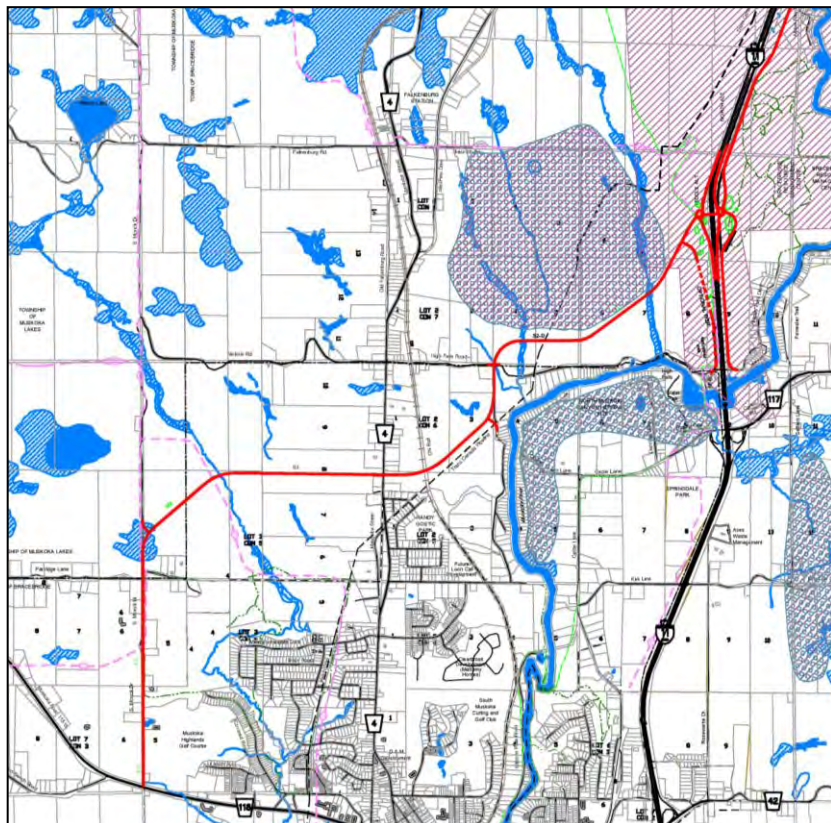
## Alternative Routes



## Evaluation Process and Results

Step	Action	Result
1	Evaluate Alternatives N2-A and N2-B from common point on Falkenburg Road to common point on South Monck Drive.	N2-A preferred
2	Evaluate Alternatives 5-A and 5-B from common point on South Monck Drive approximately 700 m north of Highway 118 to their separate intersections with Highway 118	5-A preferred
<b>Result</b>	Preferred northerly alignment from Highway 11 to Highway 118	N1, N2A, 4-1, 4-2, 5A
3	Evaluate Alternatives S2-A, S2-B, S2-C and S2-D from common point north of High Falls Road to common point south of High Falls Road	S2-D preferred
<b>Result</b>	Preferred southerly alignment from Highway 11 to Highway 118	S1, S2-D, S3, M4, 4-2, 5A
4	Evaluate Alternatives M3-A and M3-B from common point on Nichols Road to common point on South Monck Drive	M3-B and M4 preferred
<b>Result</b>	Preferred middle alignment from Highway 11 to Highway 118	M1, M2, M3-B, M4, 4-2, 5A
5	Evaluate preferred middle and southerly portions between common points (M2/S2 and M3/S3)	S2-D, S3 preferred
<b>Result</b>	Preferred middle/south alignment (excluding interchange location)	S2-D, S3, M4, 4-2, 5A
6	Evaluate MTO-1 and MTO 2 alignments between High Falls Road Flyover and their connection to S1 (These alignments are variations of the MTO Recommended Plan including a connection to a new corridor)	MTO-1 preferred
<b>Result</b>	Preferred MTO alternative	MTO-1, portion of S1
7	Evaluate preferred northerly, middle and southerly alternatives together with the MTO alternative	Middle alternative preferred
<b>Result</b>	Technically preferred route	M1, S2-D, S3, M4, 4-2, 5A

## Map of Preferred Route





## Next Steps

- Consider comments received during consultation (those received by November 1, 2013 will be documented in the study)
- Develop Recommended Plan
- Complete Environmental Study Report (ESR)
- Present study to Councils
- Provide ESR for formal 30-day public review

## Study Contacts

For further information regarding this study, please contact:

**Craig Douglas, P. Eng.**  
**Manager of Design Services**  
**District Municipality of Muskoka**  
70 Pine Street  
Bracebridge, ON P1L 1N3  
Phone: 705-645-6764  
Toll Free: 1-800-281-3483  
Fax: 705-645-7599  
E-mail: [cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca)

**Chris Stilwell, P. Eng.**  
**Consultant Project Manager**  
**AECOM**  
345 Ecclestone Drive  
Bracebridge, ON P1L 1R1  
Phone: 705-645-5992 ext. 3252012  
Fax: 705-645-1841  
E-mail [chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

DEC 16 2013

December 12<sup>th</sup>, 2013

Northern Bypass Citizens Coalition

1201 High Falls Rd  
Bracebridge, ON  
P1L 1W9

Tony White, Commissioner of Engineering and Public Works  
District Municipality of Muskoka  
70 Pine Street  
Bracebridge, ON  
P1L 1N3

Dear Mr. White,

**Re: Bracebridge North Transportation Corridor**

Further to a number of letters written by members of the Northern Bypass Citizens Coalition to AECOM, we are writing to clearly state our position regarding the "preferred" proposed northern bypass.

To date, we have not had satisfactory responses and we are in the process of consulting legal counsel regarding this matter.

**Our position is that we wholly object to the creation of the proposed North Transportation Corridor (northern bypass) as outlined in the public meeting held on October 17th, 2013.**

To be clear, our coalition understands the need to eliminate the level crossing at High Falls Rd and Hwy 11. It is dangerous and it's just a matter of time before a tragic accident occurs.

We know that the Ministry of Transportation (MTO) preferred solution was a "flyover" at High Falls Rd., connecting with the bridge at Hwy 117. We also know that the residents on and near High Falls Rd. obtained a commitment from the District and/or the Town of Bracebridge that it would not become the northern bypass. Since building a "flyover" could be perceived as effectively making High Falls Rd. a bypass, we understand that the decision was to oppose MTO's preferred solution.



Therefore, we appreciate the need to move the exchange north toward Alpine Ridge. What we don't understand is the decision to contract with AECOM to develop another proposed bypass option when there was already a viable proposed bypass "on the books".

Our main concerns are as follows:

1. The "preferred route" appeared as a plan without any stakeholder engagement or consultation. It effectively severs approximately 500 acres of privately owned land.

The previous consultations up and including to Aug 2012, showed the original proposed bypass travelling west from Hwy 11 along Crown land, just north of the properties of some of the coalition members.

As a group of taxpaying property owners, we were not afforded the opportunity to engage in a dialogue during the development process of this new plan, and seek answers to our questions, such as the fundamental question relating to the motivation behind making this drastic change.

*It is our position that the original proposed bypass continues to be a viable plan for the future, if a bypass is truly required.* Since it would be a shorter road to construct, it would cost the District and the taxpayers, substantially less than the "preferred" route currently being proposed.

2. There is evidence to suggest that the whole notion of a deer yard, used as a factor in the determination of a bypass, is a moving target. At one time it was held up to be an impediment to the original bypass location and then somehow it moved north "on paper" so that the new "preferred route" is now located south of the deer yard.

After much research on the part of the coalition, *it is our position that the deer yard should not be a factor with regards to the northern bypass in either the original or new proposed route.*

3. We understand that as recently as two weeks ago there was a conversation between a district staff and a concerned citizen, about the fact that there are no plans to actually build the bypass for at least 20 or 30 years, if ever. Indeed, this same statement was also found in a fall 2013 Bracebridge Examiner article. Apparently it is expected that the "preferred route" will be approved by District council, early in the New Year, solely to secure MTO commitment to build the exchange at Alpine Ridge.

If that is the case, then we are left wondering once again, why this route and not the original? The proposed "preferred" route will undoubtedly result in *diminished*

*property values* for the many property owners, simply by remaining “on the books”.

A number of us can attest to the fact that if such a proposed bypass had been discovered during the due diligence relating to the purchase of our properties, we would never have finalized the deal.

*It is our position that if the District must approve a bypass, in order to secure the commitment of MTO to build an exchange, then the original bypass option, on Crown land should be approved.*

We respectfully submit this letter of objection and we look forward to hearing from you at your earliest convenience. We believe that together we can find solution to this substantial issue in a manner that will serve all our best interests.

Sincerely,

On behalf of the Northern Bypass Citizens Coalition

cc.

- Graydon Smith, Mayor, Town of Bracebridge
- Councillors, Town of Bracebridge
- John Klinck, District Chair, District Municipality of Muskoka
- Councillors, District Municipality of Muskoka
  
- Northern Bypass Citizens Coalition
- Virginia MacLean, Q.C. Barrister and Solicitor, Certified Specialist  
Municipal Government/Land Use Planning and Development Law



> -----Original Message-----

> From: Stilwell Chris <Chris.Stilwell@aecom.com>

> Date: Sat, 14 Dec 2013 14:22:46

> To:

> Cc: <twhite@muskoka.on.ca>;

>

>

> Subject: RE: Deeryard Study-March, 2013

>

>

> Hi \_\_\_\_\_,

>

> Yes, I did agree to send the report to you but you will recall that I did say I would be away next week. You will also recall that Tony White indicated there was time to work through these issues. However, I will forward this e-mail to others in my company and request that they send the report to you as soon as possible.

>

> Regards,

>

> Chris

>

> From:

> Sent: Saturday, December 14, 2013 8:24 AM

> To: Stilwell, Chris

> Cc: twhite@muskoka.on.ca ;

>

> Subject: Deeryard Study-March, 2013

>

> Dear Chris,

>

> Thanks for taking the time to meet Friday, December 13th.

>

> As confirmed, you will be sending, via email, a copy of the deeryard study AECOM completed in March, 2013. I am expecting to receive this report on Monday, December 16th, 2013.

>

> Sincerely,

>

>

> <Communication Record - Scope for Refinement of Deer Yard.pdf> <Deer

> Wintering Yard Survey March 2013.pdf> <COM-Conference Call -

> Bracebridge Transportation Corridor Study -Results of Deer Yard Survey

> - 2013-03-20.pdf>

December 18, 2013

RECEIVED  
DEC 20 2013

142413

Northern Bypass Citizens Coalition

1901 High Falls Rd  
Bracebridge, ON  
P1L 1W9

Tony White, Commissioner of Engineering and Public Works  
District Municipality of Muskoka  
70 Pine Street  
Bracebridge, ON  
P1L 1N3

Dear Mr. White,

**Re: Bracebridge North Transportation Corridor**

Thank you for meeting with us on Friday December 13<sup>th</sup>, 2013 to discuss our objections to the preferred route for the future North Transportation Corridor.

As we indicated in our letter of December 12<sup>th</sup>, 2013 and again at our meeting, the Coalition confirms that an acceptable compromise to the stated preferred route, as outlined in the AECOM report, would be to place the corridor north of our collective property lines on the exiting Crown land. We have attached a map with a rough indication of our preferred route.

We can also confirm that once this route becomes the preferred route on the revised AECOM report, resulting in the recommendation to District Council, and documented on the Official Plan, our coalition will view this issue as being resolved.

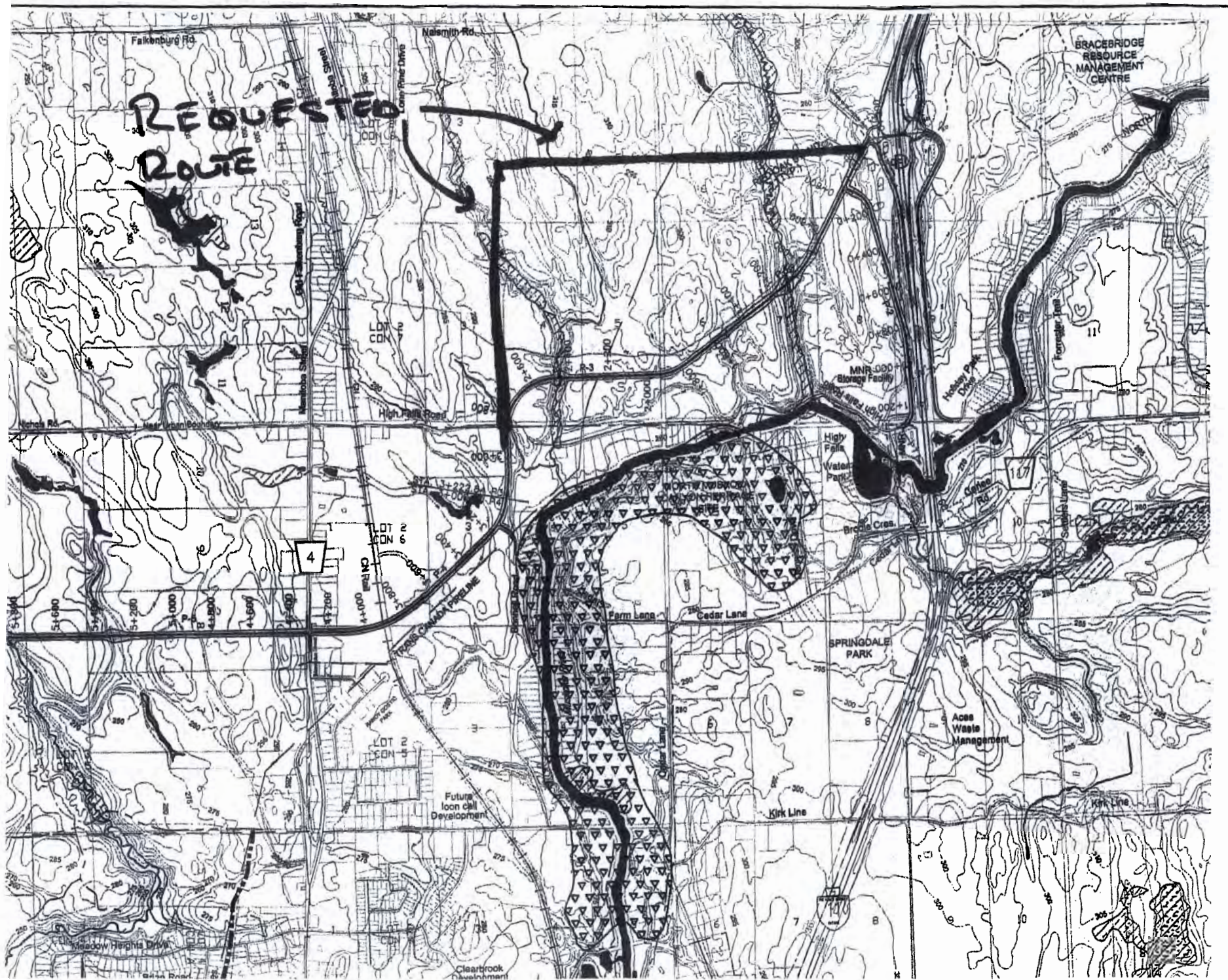
We look forward to hearing back from you and to the successful resolution of this matter.

Sincerely,

On behalf of the Northern Bypass Citizens Coalition

- cc.     -John Klinck, District Chair, District Municipality of Muskoka
- Chris Stilwell, P.Eng. Consultant Project Manager, AECOM
- Northern Bypass Citizens Coalition
- Virginia MacLean, Q.C. Barrister and Solicitor, Certified Specialist   Municipal  
          Government/Land Use Planning and Development Law







## Ghioureliotis, Catherine

---

**From:** Stilwell, Chris  
**Sent:** Monday, November 25, 2013 1:35 PM  
**To:** Ghioureliotis, Catherine  
**Cc:** McGirr, Valerie; Douglas, Craig  
**Subject:** 60241537 Bracebridge North Transportation Corridor Class EA - Meeting with P. Sullivan  
**Attachments:** Meeting request - High Falls Rd. Deer Wintering Area; RE: Northern By-pass

Hi,

Craig Douglas and I met with Mr. [REDACTED] in my office on Friday November 22, 2013 at 3:30 pm.

Key items:

- Just prior to the meeting, [REDACTED] advised by e-mail that Mr. [REDACTED] and Mr. [REDACTED] would also attend the meeting. Via e-mail (attached) we denied the request.
- At the meeting, we suggested that if the larger group of [REDACTED] wanted a meeting, they needed to make a formal advance request.
- In general terms, the same items included in Mr. [REDACTED]'s letter of October 31, 2013 and our response letter of November 12, 2013 were discussed.
- [REDACTED] asked about the deer yard. Subsequent to the meeting, he sent an e-mail to MNR (attached).
- [REDACTED] pointed out that there may be an error in the limits of the Crown Land shown on various project drawings. Subsequent to the meeting, DMM clarified that there were errors. Subsequent to that clarification, AECOM will correct for all drawings to be included in future reports.
- [REDACTED] indicated that he had initiated an "action" against the real estate broker who transacted his recent purchase of the property since they did not make him aware of the potential corridor.
- We confirmed with Mr. [REDACTED] that we were meeting with MNR on Monday November 25, 2013 to discuss the deer yard.
- [REDACTED] indicated that he would continue to oppose the recommended preferred technical solution.

---

**Chris Stilwell, P. Eng.**

Manager, Bracebridge Office  
Water - Community Infrastructure  
T 705.645.5992 ext. 3252012 C 705.641.1629  
[chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

### AECOM

345 Ecclestone Drive  
Bracebridge, ON P1L 1R1  
F 705.645.1841  
[www.aecom.com](http://www.aecom.com)

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**Ghioureliotis, Catherine**

---

**From:**  
**Sent:** Saturday, November 23, 2013 8:57 AM  
**To:** Kim Benner  
**Cc:** Douglas Craig  
**Subject:** Meeting request - High Falls Rd. Deer Wintering Area

Dear Ms. Benner,

We are writing to introduce ourselves and to request a meeting with you to discuss the issue of the deer wintering area that intersects our properties, all of which lie north of High Falls Rd, just west of Hwy 11.

Specifically we want to learn more about the regulations, and policies that guide the management of the deer wintering areas, also referred to as deer yards.

Please let us know your availability within the next week and we will coordinate the meeting.

We look forward to hearing back from you at your earliest convenience.

Regards,

## Ghioureliotis, Catherine

---

**From:** Stilwell, Chris  
**Sent:** Friday, November 22, 2013 2:56 PM  
**To:**  
**Subject:** RE: Northern By-pass

Hi

We agreed to meet with you. We would be happy to meet with you as planned.

This is an open and public process that needs to be transparent and documented so we are not prepared to make the meeting into a larger group discussion. If you feel this is required, another request should be made and we will consider it.

Chris

-----  
Chris Stilwell, P. Eng.  
Manager, Bracebridge Office  
Water - Community Infrastructure  
T 705.645.5992 ext. 3252012 C 705.641.1629  
chris.stilwell@aecom.com

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345 Ecclestone Drive  
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-----Original Message-----

From:  
Sent: Friday, November 22, 2013 2:11 PM  
To: Stilwell, Chris  
Subject: Re: Northern By-pass

Hi Chris,

Not confirmed but neighbor might join us at 3:30.

See you soon. . . . .  
Sent wirelessly from my BlackBerry device on the Bell network.  
Envoyé sans fil par mon terminal mobile BlackBerry sur le réseau de Bell.

-----Original Message-----

From: Stilwell Chris <Chris.Stilwell@aecom.com>  
Date: Wed, 20 Nov 2013 14:36:57



To:  
Subject: RE: Northern By-pass

Yes, sorry, already thinking about a few weeks off!!

-----  
Chris Stilwell, P. Eng.  
Manager, Bracebridge Office  
Water - Community Infrastructure  
T 705.645.5992 ext. 3252012 C 705.641.1629  
chris.stilwell@aecom.com

AECOM  
345 Ecclestone Drive  
Bracebridge, ON P1L 1R1  
F 705.645.1841  
www.aecom.com <<http://www.aecom.com>>

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-----Original Message-----

From:  
Sent: Wednesday, November 20, 2013 9:34 AM  
To: Stilwell, Chris  
Subject: Re: Northern By-pass

Hi Chris,

Just noticed on your email that had "Friday December 22 at 3:30". I am assuming you meant to write "November".

Thanks!  
Sent wirelessly from my BlackBerry device on the Bell network.  
Envoyé sans fil par mon terminal mobile BlackBerry sur le réseau de Bell.

-----Original Message-----

From: Stilwell Chris <[Chris.Stilwell@aecom.com](mailto:Chris.Stilwell@aecom.com)>  
Date: Wed, 20 Nov 2013 14:19:21  
To:  
Subject: RE: Northern By-pass

I,

Craig Douglas from DMM will also attend.

Chris

-----  
Chris Stilwell, P. Eng.  
Manager, Bracebridge Office  
Water - Community Infrastructure  
T 705.645.5992 ext. 3252012 C 705.641.1629  
chris.stilwell@aecom.com

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-----Original Message-----

From:  
Sent: Wednesday, November 20, 2013 9:10 AM  
To: Stilwell, Chris  
Subject: Re: Northern By-pass

Great. See you then. Thanks.  
Sent wirelessly from my BlackBerry device on the Bell network.  
Envoyé sans fil par mon terminal mobile BlackBerry sur le réseau de Bell.

-----Original Message-----

From: Stilwell Chris <[Chris.Stilwell@aecom.com](mailto:Chris.Stilwell@aecom.com)>  
Date: Wed, 20 Nov 2013 14:08:39  
To:  
Subject: RE: Northern By-pass

Hi ,

Yes, I am available this Friday December 22 at 3:30 at my office.

Chris

-----  
Chris Stilwell, P. Eng.  
Manager, Bracebridge Office  
Water - Community Infrastructure  
T 705.645.5992 ext. 3252012 C 705.641.1629  
chris.stilwell@aecom.com

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345 Ecclestone Drive  
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F 705.645.1841  
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-----Original Message-----

From:

Sent: Tuesday, November 19, 2013 8:10 PM

To: Stilwell, Chris

Subject: Northern By-pass

Hello Chris,

Thanks for your letter responding to our questions. I am away this week but back Friday.

Any chance I can drop in to meet with you on friday at 3:30?

Look forward to hearing from you,

Sent wirelessly from my BlackBerry device on the Bell network.

Envoyé sans fil par mon terminal mobile BlackBerry sur le réseau de Bell.

## Ghioureliotis, Catherine

---

**From:** Stilwell, Chris  
**Sent:** Tuesday, December 31, 2013 1:06 PM  
**To:** Ghioureliotis, Catherine  
**Cc:** McGirr, Valerie  
**Subject:** FW: Deeryard Study and request for extension

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

For the ESR

---

**Chris Stilwell, P. Eng.**

Manager, Bracebridge Office  
Water - Community Infrastructure  
T 705.645.5992 ext. 3252012 C 705.641.1629  
[chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

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---

**From:** White, Tony [mailto:[twhite@muskoka.on.ca](mailto:twhite@muskoka.on.ca)]  
**Sent:** Tuesday, December 31, 2013 12:50 PM  
**To:**  
**Cc:** ; Stilwell, Chris  
**Subject:** RE: Deeryard Study and request for extension

Good afternoon :

As I mentioned on December 13, you and all other stakeholders are free to comment at any time during the Class Environmental Assessment process. This includes, but is not limited to the period during which the Environmental Study Report (ESR) is formally placed in the public record for thirty days for review.

As the Class EA process unfolds and heads towards the production of the ESR, stakeholders are asked to make their concerns known by certain dates so that the work of assessing alternative solutions can proceed within a reasonable time frame, while taking account of as many of these concerns as possible. However, this does not prevent you from commenting before, during or even after the publication of the ESR. The team responsible for the conduct of the Class EA process will ensure that all concerns are addressed, but that does not necessarily mean that you will agree with the conclusions reached.



The ESR will be published when the District is satisfied with the work done to identify the preferred alternative solution. I cannot predict when this will be, but these conclusions will be presented to the District Council through its Engineering and Public Works Committee before the ESR is published. This committee meets once per month on the Wednesday following the third Monday in the month. It would be neither practical nor reasonable to present anything to the committee in January, and I suspect that even February would be a challenge. Therefore, at this time I would expect that this matter will be presented to the committee in March.

Kind regards and best wishes for a Happy New Year,

Tony White

A.J. (Tony) White, P.Eng.,  
Commissioner of Engineering and Public Works,  
The District Municipality of Muskoka,  
70 Pine Street,  
Bracebridge, Ontario.  
P1L 1N3  
Telephone: 705.645.6764  
Toll Free: 800.281.3483  
Fax: 705.645.7599  
[www.muskoka.on.ca](http://www.muskoka.on.ca)

-----Original Message-----

From:  
Sent: December 30, 2013 5:19 PM  
To: Stilwell, Chris  
Cc: White, Tony;  
Subject: Re: Deeryard Study and request for extension

Thank you, Chris for the studies. We look forward to reviewing them.

Tony, although you indicated at the meeting on December 13, 2013, that the December 31st deadline for submissions was not a "hard" date, we have yet to see anything in writing confirming this statement and remain concerned that the process to prepare a report for Council will go ahead without our objections to the preferred route being addressed.

Would you please confirm for us that no such report will go forward in the near future?

Preferably, we would appreciate a timeline that will;

A) allow for our review of the deer study and,  
B) allow for your staff to review the potential for moving the preferred route to the Crown land north of our properties, as per our written request and your verbal agreement.

Respectfully,

Sent from my iPad

> On Dec 30, 2013, at 4:28 PM, "Stilwell, Chris" <Chris.Stilwell@aecom.com> wrote:

>  
> Hi ,  
>  
> Please find attached 3 documents relating to the deer yard study we completed in early 2013. The first document is a record of the conversation with MNR regarding their agreement to the proposed scope of the deer yard study, the second is the summary report that we produced to document the work, and the third is a record of a conference call with MNR where they agreed to revise the limit of the deer yard in accordance with our summary report.  
>  
> It is our intention to include these documents in the Environmental Study Report (ESR).  
>  
> Regards,  
>  
> Chris  
>  
> -----  
> Chris Stilwell, P. Eng.  
> Manager, Bracebridge Office  
> Water - Community Infrastructure  
> T 705.645.5992 ext. 3252012 C 705.641.1629  
> chris.stilwell@aecom.com  
>  
> AECOM  
> 345 Ecclestone Drive  
> Bracebridge, ON P1L 1R1  
> F 705.645.1841  
> www.aecom.com  
>  
>  
>  
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>  
> Please consider the environment before printing this page.  
>  
>  
>  
>  
> -----Original Message-----  
> From:  
> Sent: Monday, December 30, 2013 5:58 AM  
> To: Stilwell, Chris  
> Cc: twhite@muskoka.on.ca ;  
>  
> Subject: Re: Deeryard Study-March, 2013  
>  
> Hello Chris,  
>  
> Hope you had a good holiday.  
>  
> I am following up with regards to the deer yard study. I have not yet received the report and would appreciate a copy as soon as possible.  
>  
> I can drop by to pick up it up today or tomorrow.  
>  
> Thank you for attention to this matter and I look forward to hearing from you today.  
>  
> Sincerely,  
>



January 2, 2014

Sent Via E-Mail

and Regular Mail

Dear Mr.           I,

**Project No.: 60241537**

**Re:           Bracebridge North Transportation Corridor Class EA**

Thank you for your letters of December 12 and 18, 2013, regarding the above noted project. Both of these letters were provided to us by The District Municipality of Muskoka. The District requested that we respond to the letters.

During our meeting of December 13, 2013, Tony White of The District Municipality of Muskoka and I provided responses to the concerns raised in your letter of December 12. These responses are summarized below:

1. By "*original proposed bypass*" it is understood that you are referring to the alignment shown in Schedule "C" of the October 17, 2005 edition of the Official Plan (OP) of The Town of Bracebridge. As noted in Schedule "C" and in Section 17.1.6 of the OP, the final alignment of the corridor is to be determined through a Class Environmental Assessment process. AECOM was engaged by the District to provide professional services required in respect of this process and not, as suggested on December 13, to develop another alignment. Please note that a new OP for the Town of Bracebridge was approved by The District Municipality of Muskoka on October 21, 2013. However, the provisions respecting the north corridor have not changed in any material respect.
2. While it is acknowledged that stakeholder engagement and consultation initiatives can always be expanded or improved, the procedures prescribed in the Class Environmental Assessment have been met or exceeded. As it was noted on December 13, the fact that communications with concerned citizens have taken place - including meetings - suggests that the procedures are effective.
3. The status of the deer yard is determined by the Ontario Ministry of Natural Resources and, at this time, it is a factor influencing the route of the corridor. The District will continue to consult with the Ministry regarding the constraints imposed by the deer yard.

January 2, 2014

4. The purpose of defining the route of this or any other proposed road well ahead of its expected construction is to ensure that an appropriate corridor is protected from development. This is particularly important in Muskoka where topography often renders the originally surveyed road allowances between lot and concession lines unusable. The earlier an appropriate corridor is identified, the lower the number of people that are likely to be impacted.

The history and fates of the north corridor and Highway 11 are intertwined. As noted above, the main reason for clearly defining the route is to protect the corridor. Defining the corridor is not required to obtain a commitment from the Ministry of Transportation to build an interchange, but it will serve to ensure that any such interchange will be built in the right location. The position of the District and the Town is that the appropriate location for an interchange is the one identified by the Ministry in 1992. However, new rules regarding the separation of interchanges have influenced the Ministry's current thinking on this subject. As long as the location of the north corridor remains conceptual, it will have little bearing on the Ministry's decision making process. Defining the alignment precisely will resolve that problem.

On December 13, we agreed that you would provide written confirmation of your preference that the alignment heading west from Highway 11 should follow the same route as that shown in the 2005 Bracebridge OP. I would like to thank you again for following up with your letter of December 18, but I would also like to point out that the map accompanying your letter doesn't quite reflect our discussion or the content of the 2005 Bracebridge OP. The route that we discussed, and as shown in the OP, follows the line between concessions 7 and 8, which is the northern limit of your property.

The red line on the attached sketch reflects our understanding of the route discussed on December 13. It may be worthwhile to note that apart from land immediately west of the highway, there is no Crown Land in the area. Indeed, the lands abutting the northern limit of your property are privately owned. Please would you confirm in writing that the alignment shown in red is, in fact, the alignment that we discussed on December 13 and that it is acceptable to you.

Should you have any questions, please feel free to contact this office.

Sincerely,  
**AECOM Canada Ltd.**

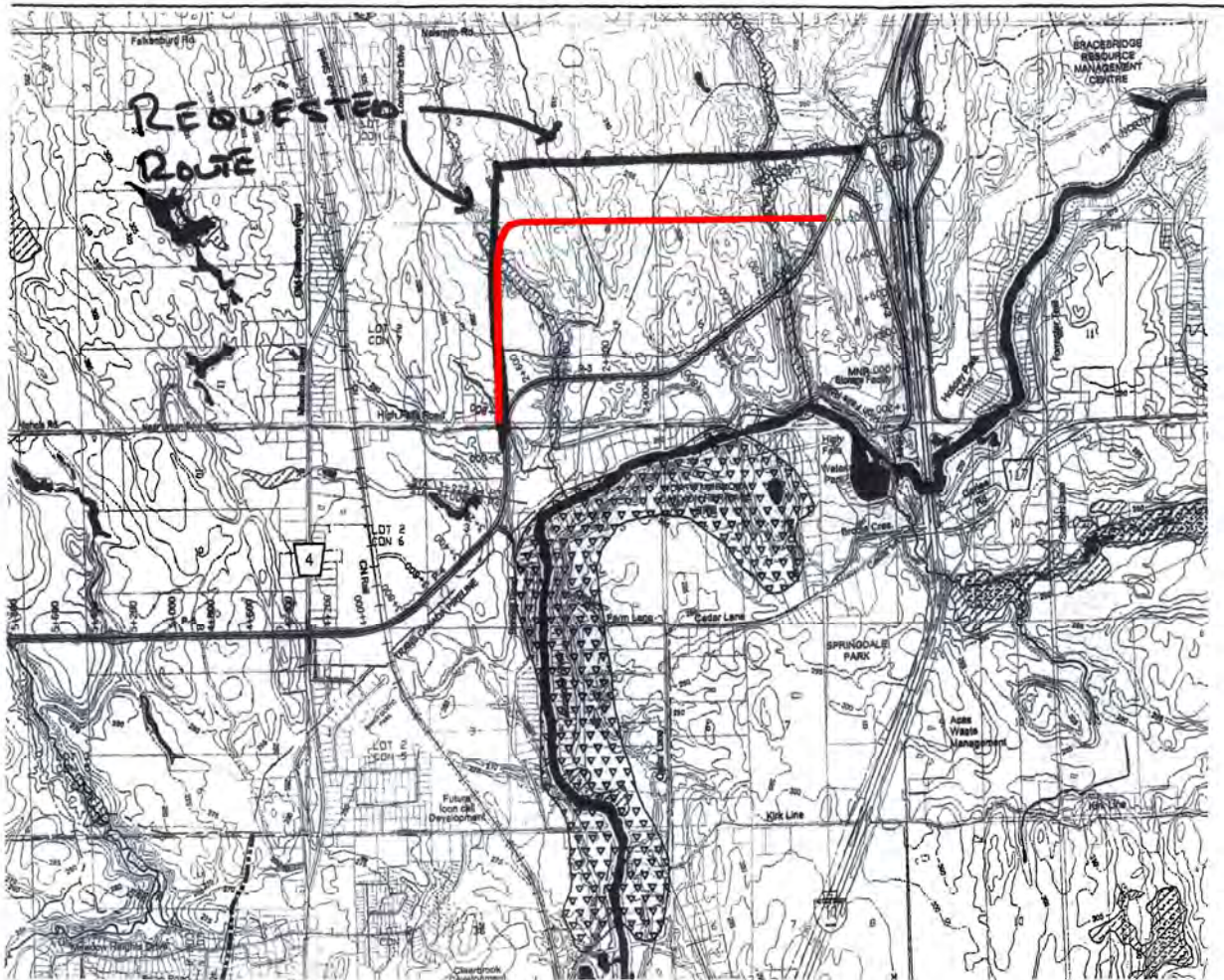


Chris Stilwell, P.Eng.  
Manager, Bracebridge Office  
chris.stilwell@aecom.com  
cs:sc  
Enc.

cc: A.J. White, District of Muskoka  
ESR



January 2, 2014



-----Original Message-----

From:

Sent: Sunday, January 05, 2014 9:19 AM

To: Stilwell, Chris

Cc: [twhite@muskoka.on.ca](mailto:twhite@muskoka.on.ca); Ghiourelotis, Catherine; McGirr, Valerie;

Subject: RE: 60241537 Bracebridge North Transportation Corridor Class EA - December 12 & 18 2013 Letters

Dear Chris.

Thank you for your response to our December letters.

Regarding your question about the route that was discussed at the Dec 13th meeting, in your letter you have asked us to confirm in writing that "the alignment shown in red is, in fact, the alignment we discussed on Dec 13th and that it is acceptable to you."

Our recollection of this discussion is that Tony asked us to indicate our preferred route at the north end of our collective properties. As such, we indicated on the sketch that our preference is the for the route to be somewhat north of our properties instead of at our property line.

However to answer your question, we could accept the route shown in red in



the sketch, which is placed on our north property lines.

Regards,

-----Original Message-----

From: Stilwell, Chris [<mailto:Chris.Stilwell@aecom.com>]

Sent: January 2, 2014 11:57 AM

To: [sharehome@sympatico.ca](mailto:sharehome@sympatico.ca)

Cc: [twhite@muskoka.on.ca](mailto:twhite@muskoka.on.ca) ; Ghiourelotis, Catherine; McGirr, Valerie

Subject: 60241537 Bracebridge North Transportation Corridor Class EA - December 12 & 18 2013 Letters

Hi Paul,

Please find attached a letter response to your Dec. 12 and 18 letters.

Regards,

Chris

-----  
Chris Stilwell, P. Eng.  
Manager, Bracebridge Office  
Water - Community Infrastructure  
T 705.645.5992 ext. 3252012 C 705.641.1629  
[chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

AECOM  
345 Ecclestone Drive  
Bracebridge, ON P1L 1R1  
F 705.645.1841  
[www.aecom.com](http://www.aecom.com)

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## Ghioureliotis, Catherine

---

**From:** Stilwell, Christopher J  
**Sent:** Tuesday, February 25, 2014 12:25 PM  
**To:**  
**Cc:** Douglas, Craig; Ghioureliotis, Catherine  
**Subject:** RE: Northern By-pass

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi ,

Thank you for your message.

We are in the process of evaluating an additional route segment alternative. When the evaluation is complete, affected adjacent property owners will be advised through direct correspondence.

Thanks and regards,

Chris

-----  
Chris Stilwell, P. Eng.  
Manager, Bracebridge Office  
Water - Community Infrastructure  
T 705.645.5992 ext. 3252012 C 705.641.1629  
[chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

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-----Original Message-----

**From:**  
**Sent:** Monday, February 24, 2014 9:57 AM  
**To:** Stilwell, Christopher J  
**Subject:** Northern By-pass

Hi Chris,

Hope all is well. Quite a winter so far!

Just looking at the website to see how report is progressing.



Any more news or updates yet?

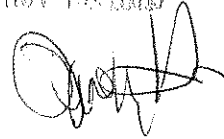
Thanks, \_\_\_\_\_

Sent wirelessly from my BlackBerry device on the Bell network.

Envoyé sans fil par mon terminal mobile BlackBerry sur le réseau de Bell.

Craig Douglas, P. Eng.  
Manager of Design Services  
District Municipality of Muskoka  
70 Pine Street  
Bracebridge, ON  
P1L 1N3

NOV 17/2013



November 13, 2013

Dear Mr. Douglas:

## **RE: Bracebridge North Transportation Corridor – Class EA**

As noted in our previous letter we would bring to your attention additional questions and concerns that have emerged from a thorough examination of the documentations related to this issue. You may recall that we were extremely dissatisfied with the limited time provided for comment between the October 17, 2013 public presentation of a “preferred option” and your stated deadline for comment of November 01, 2013. Dissecting the voluminous material from the AECON website can only be described as onerous.

### **Statement of Qualifications and Limitations**

Under the heading of “Statement of Qualifications and Limitations” AECON has included a statement that is of great concern. AECON states: “Consultant shall be entitled to rely upon the accuracy and completeness of information that was provided to it and has no obligation to update such information.”

Question: If, for instance, a Provincial Ministry provided minimal evidence, or outdated information to be included in an AECON report and to influence that report would AECON be obligated to challenge the information received? Would the public ever be made aware that such information is suspect or shoddy?

Question: Who verifies the authenticity, accuracy and honesty of outside information provided to AECON for the purpose of this Class EA report?

### **High Falls Road Traffic Volume**

AECOM has provided statistics regarding traffic volume on High Falls Road (MR50) east of MR4 to Hwy11. Summer, weekday volumes were used in the analysis. MR50 has a daily average of 1623 vehicles with a daily capacity of 9812. The ratio of volume to capacity is, therefore, 1:6. When one subtracts the usage from capacity there is a difference of 8189.

In simpler terms that section of road is at 16.54 per cent capacity leaving 83.46 per cent underutilized.

According to AECOM the historical traffic volume growth on MR50 east of MR4 is 3.4 percent. 83.46 per cent divided by 3.4 equals 24.55 years of growth before that section of highway reaches capacity.



Prior to and during the reconstruction of MR50 west of Hwy11 the following question was asked by many: Is this reconstructed road a northern bypass? The answer received from local politicians, DOM engineers and the consultants was a flat "no." However, MR50 has served as the Northern Bypass since its reconstruction.

Question: Will the residents of MR50 to the west of Hwy11 retain access to this road from the east end or will they be required to circle back for access to their homes?

Question: The AECOM study indicates expected daily traffic on the proposed, new bypass will be 5534 vehicles per day in the summer. Will that increase be immediate or is this a long-term prediction? If so, when will the traffic volume reach 5534 vehicles per day?

Question: Presumably the new bypass traffic prediction would include those vehicles drawn away from the existing High Falls Rd. bypass. Will the 3.4 percent yearly growth in traffic volume on High Falls Road continue after the new, proposed bypass is completed?

### **Problems and Opportunities**

Under the heading of "Problems and Opportunities" AECON states the following: "A new interchange with Highway 11 is feasible with the new corridor".

Under the same heading AECON states that "some impacts to rural properties and hunt camps are possible."

Question: Is a new interchange (as proposed) on Highway 11 feasible if the section of MR50 from Hwy11 to Bonnel Road is used as the Northern Bypass?

Question: Dividing 400 acres of land into eight separate parcels does not appear to be just "some" impact. Should the study more accurately describe this action as a "significant" or perhaps "devastating?"

### **Land Use**

The Land Use Report is intended to assist in the review of routing alternatives for the Bracebridge North Transportation Corridor. A number of statements within that report appear to have a direct bearing on the proposed routing through our property. They are as follows:

- "The guiding vision of the Muskoka Official Plan is to always strike a balance between growth and development and the preservation of the natural Muskoka environment."
- "The policies in the Plan are intended to control development and lot creation that can fragment the area and diminish its rural character. Controlling strip or ribbon development is specifically cited as an objective."
- "The Muskoka Official Plan is intended to severely restrict development in the area immediately surrounding an Urban Centre so as to maintain a sense of community for the urban area, reduce potential land use conflicts between rural and urban type uses, and to facilitate the orderly and proper extension of the urban community in the future."

- “....the only land use impact that might be anticipated as a result of the construction of the Bracebridge north arterial road will be the pressure to allow the creation of new lots, whether residential or rural commercial, along the roadway.”

Question: If the “bypass” divides our land east to west with the lesser portion to the south would this not fragment the area and diminish its rural character?

Question: If our property and properties to the immediate east are divided by the proposed “bypass” would this not automatically create additional, smaller lots. Four, well-managed rural properties with three owners would be transformed into eight new, smaller lots.

Question: It would appear that using the northern lot line of our property and those parallel lot lines to the east would be a way of avoiding the fragmentation of rural properties – properties designated under the province’s Forest Management Program. Is there a reasonable counter argument to this statement?

Question: From an engineering and construction cost perspective is there any advantage to having the “bypass” dividing our property as opposed to running directly along the existing northern edge of our property?

### **Time Frame**

On January 19, 1994 the Council of the Area Municipality of the Town of Bracebridge considered the recommendations contained in the Town of Bracebridge Transportation Study prepared by Totten Sims Hubicki.

Contained in that report was the following statement: “It should be recognized that Class Environmental Assessments for municipal road projects currently have a “shelf life” of approximately five years.”

Question: Does AECOM and the District Municipality of Muskoka agree with the Totten Sims Hubicki statement regarding a five-year “shelf life”?

Request: The Bracebridge Northern Transportation Corridor Class EA makes reference to a time frame extending well beyond the five-year “shelf life.” Please provide clarification.

### **Totten Sims Hubicki Bracebridge Transportation Planning Study**

The Totten Sims Hubicki Bracebridge Transportation Planning Study of early January, 1994 selected “Alternative 9” as “the best alternative for an arterial roadway north of the Town of Bracebridge.”

It was stated that “Alternative 9” “may run through an area designated by MNR as a deer yard.” Despite this “it has been concluded that Alternative 9, from a conceptual basis, represents the best alternative for an arterial roadway north of the Town of Bracebridge.”

Exhibit No. 15 of that study shows a route that does not appear as an alternative route in the 2013 study as presented by AECOM.

On page 10 (s.4.1) a list of studies and reports utilized as references that formed the basis for many of the assumptions contained in the study. There was no reference to a study pertaining to what MNR designated as a “deer yard.”



Tottem Sims Hubicki was able to attach approximate cost figures to their recommendations. It does not appear that AECOM was able to do the same.

Question: It appears that AECOM did not include Tottem Sims Hubicki's "Alternative 9" as an alternative route. How and why was "Alternative 9" ignored by AECOM as "Alternative 9" looks much more practical; it utilizes a more direct routing, and; it encompasses a more useful land mass for future development.

Request: Please provide us with the documentation and studies that were used in and around 1994 to identify the "deer yard" referenced in the Totten Sims Hubicki study.

Question: Why did AECOM not include estimated costs in their most recent study?

**Conclusion:**

We continue to study the available documentation on this subject. As previously noted it is an onerous task – one requiring much more than the allotted two-week period.

You can expect us to submit further questions and requests in the near future. We would appreciate receiving your responses to our questions and requests by December 2, 2013.

Yours Sincerely,

C.C. Chris Stilwell, P. Eng.  
Consultant Project Manager  
AECOM  
345 Ecclestone Drive  
Bracebridge, ON  
P1L 1R1

November 22, 2013

Dear :

**Project No: 60241537**

**Regarding: Bracebridge North Transportation Corridor Study**

Thank you for taking the time to provide us with your additional questions and comments in regard to the ongoing Bracebridge North Transportation Corridor (BNTC) Study. In response to your letter dated November 13, 2013, we can provide the following information:

***Question: If for instance, a Provincial Ministry provided minimal evidence, or outdated information to be included in an AECOM report and to influence that report would AECOM be obligated to challenge the information received? Would the public ever be made aware that such information is suspect or shoddy?***

Response: Information used in technical reports produced as part of this study is provided by respected sources, including agencies such as the Ministry of the Environment, Ministry of Natural Resources, Ministry of Transportation, the District Municipality of Muskoka and the Town of Bracebridge.

***Question: Who verifies the authenticity, accuracy and honesty of outside information provided to AECOM for the purpose of this Class EA report?***

Response: Agencies that have provided information used in the technical reports have provided information based on policy statements and other publicly verifiable information.

***Question: Will the residents of MR50 to the west of Hwy 11 retain access to this road from the east end or will they be required to circle back for access to their homes?***

Response: An optional service road along the west side of Highway 11 from the North Transportation Corridor to High Falls Road is shown on the technically preferred alternative. The final decision on whether to include this service road will be made by the Town of Bracebridge and District of Muskoka during the detail design stage with consideration for road and traffic characteristics at that time.



***Question: The AECOM study indicates expected daily traffic on the proposed, new bypass will be 5534 vehicles per day in the summer. Will that increase be immediate or is this a long-term prediction? If so, when will the traffic volume reach 5534 vehicles per day?***

Response: The prediction for the daily traffic on the new corridor has been updated since the first Open House to 5774, and is based on a road network model that assigns existing traffic to the new corridor, new traffic from new development using the new corridor and the expectation that traffic will transfer from MR42 (Taylor Road) and MR 50 (High Falls Road) to the new corridor. The amount of traffic using the new road is dependent on the rate and location of construction of new developments in Bracebridge and the change in travel patterns of drivers. It is the expectation that this traffic will continue to grow over time.

***Question: Presumably the new bypass traffic prediction would include those vehicles drawn away from the existing High Falls Rd. bypass. Will the 3.4 percent yearly growth in traffic volume on High Falls Road continue after the new, proposed bypass is completed?***

Response: No, it is anticipated that the yearly growth rate on High Falls Road after the corridor is completed will be negligible. The expectation is that traffic will transfer from High Falls Road to the new corridor.

***Question: Is a new interchange (as proposed) on Highway 11 feasible if the section of MR50 from Hwy 11 to Bonnell Road is used as the Northern Bypass?***

Response: It is not an option to use that section of High Falls Road as the Northern Corridor. Portions of High Falls Road were considered during the development of alternative routes; however, the full length is not designed to an arterial road standard. The horizontal and vertical alignments of High Falls Road cannot be constructed to an adequate design speed without extensive impacts to adjacent existing homes and properties and at high cost. The District Municipality of Muskoka invested many millions on the recent upgrade to High Falls Road, which still has many steep grades and tight curves.

***Request: Dividing 400 acres of land into eight separate parcels does not appear to be just "some" impact. Should the study more accurately describe this action as a "significant" or perhaps "devastating?"***

***Request: If the "bypass" divides our land east to west with the lesser portion to the south would this not fragment the area and diminish its rural character?***

Response: The division of land into separate parcels is described as having "some" impact as there is no evidence to suggest that it will negatively affect property values.

***Question: If our property and properties to the immediate east are divided by the proposed "bypass" would this not automatically create additional, smaller lots. Four, well managed rural properties with three owners would be transformed into eight new, smaller lots.***

Response: Having eight smaller parcels of land under the existing ownership as opposed to four is not anticipated to create any significant issues with property management.

**Question: It would appear that using the northern lot line of our property and those parallel lot lines to the east would be a way of avoiding the fragmentation of rural properties – properties designated under the province’s Forest Management Program. Is there a reasonable argument to this statement?**

Response: Fragmentation of the deer yard is not permitted by Provincial Policy. District of Muskoka Planners indicate that although MNR approves managed forests, this land designation is not a constraint to the routing of a new road. The planning consultant for this study further clarified that an owner can opt out of the managed forest program at any time. However in doing so the property tax relief afforded by participation in the program would be lost. The link to the MNR website on the managed forest incentive program is:  
[http://www.mnr.gov.on.ca/en/Business/Forests/2ColumnSubPage/STEL02\\_166346.html](http://www.mnr.gov.on.ca/en/Business/Forests/2ColumnSubPage/STEL02_166346.html)

**Question: From an engineering and construction cost perspective is there any advantage to having the “bypass” dividing out property as opposed to running directly along the existing northern edge of our property?**

Response: An alignment along the existing north boundary of your property in the deer yard would involve an additional water crossing. Details with respect to alignments and quantities are not available.

**Question: Does AECOM and the District Municipality of Muskoka agree with the Totten Sims Hubicki statement regarding a five-year “shelf life”?**

Response: The five-year “shelf life” described in the study was a requirement of the Municipal Class EA document at the time of completion of that previous study. The *Municipal Class Environmental Assessment, October 2000, amended in 2011, Section A.4.3* states that the Municipal Class EA process requires an addendum to the original ESR if the length of time between approval and implementation is greater than 10 years. This is the “shelf life” that will apply to the Northern Transportation Corridor Study.

**Request: The Bracebridge Northern Transportation Corridor Class EA makes reference to a time frame extending well beyond the five-year “shelf life”. Please provide clarification.**

Response: The Municipal Class EA document recommends undertaking Environmental Assessment studies as early as possible in order to incorporate any findings into future planning and development policies as necessary. The District Municipality of Muskoka is aware that review of this work will be required in ten years if they have not started the implementation process.

**Question: It appears that AECOM did not include Totten Sims Hubicki’s “Alternative 9” as an alternative route. How and why was “Alternative 9” ignored by AECOM as “Alternative 9” looks much more practical; it utilizes a more direct routing, and; it encompasses a more useful land mass for future development.**

Response: The Totten Sims Hubicki report identifies “Alternative 9” as the best alternative from a conceptual basis. It is noted on Page 53 that an Environmental Assessment or Route Planning Study will be required to address all environmental aspects of the proposal including potential impacts on the “deer yard”. On page 42 it is further noted that ***“It is fundamental to note that the scope of this***



**study did not include the completion of detailed environmental impact assessments for any of the potential network improvements.** As a consequence, routes identified as a result of this study should be considered as **conceptual** in nature.” Early in the current Class EA process, the MNR identified the deer yard as a constraint that was to be avoided and not segregated. The conceptual nature of Alternative Route 9 is reflected in all of the alternatives we have investigated as they are all “north of the urban area”.

**Request: Please provide us with the documentation and studies that were used in and around 1994 to identify the “deer yard” reference in the Totten Sims Hubicki study.**

Response: As noted, the Totten Sims Hubicki study was conceptual in nature. In addition, the Provincial Policy Statement was published in 2005 (after the completion of the TSH study). The Ministry of Natural Resources has the authority to apply Provincial Policy that prohibits construction of a new road through Significant Wildlife Habitat including a deer yard. We avoided the deer yard at the direction of MNR. References for your interest include:

- Ontario Ministry of Municipal Affairs and Housing. 2005. Provincial Policy Statement. Queen’s Printer for Ontario 37pp. <http://www.mah.gov.on.ca/Asset1421.aspx>
- Ontario Ministry of Natural Resources. March 2010. Natural Heritage Reference Manual for Natural Heritage Policies of the Provincial Policy Statement, 2005. Second Edition. Toronto: Queen’s Printer for Ontario. 248pp. <http://www.mnr.gov.on.ca/289522>
- Ontario Ministry of Natural Resources. DRAFT February 2012. Schedule 5E: Identification of Significant Wildlife Habitat 45pp. <http://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTE1ODc5&statusId=MTczNDgy>
- Crins, William J., Paul A. Gray, Peter W.C. Uhlig, and Monique C. Wester. 2009. The Ecosystems of Ontario, Part I: Ecozones and Ecoregions. Ontario Ministry of Natural Resources, Peterborough, Ontario, Inventory, Monitoring and Assessment, S1B TER IMA TR-01, 71pp. [http://www.mnr.gov.on.ca/en/Business/ClimateChange/Publication/STDPROD\\_101589.html](http://www.mnr.gov.on.ca/en/Business/ClimateChange/Publication/STDPROD_101589.html)

**Question: Why did AECOM not include estimated costs in their most recent study?**

Response: Quantities for major items were used as surrogates for capital cost. A cost estimate for the recommended plan will be included in the Environmental Study Report.

Sincerely,  
**AECOM Canada Ltd.**



Chris Stilwell, P. Eng.  
Project Manager

CS:cg  
Encl.

cc: Craig Douglas, Manager of Engineering Services, District Municipality of Muskoka  
Valerie McGirr, Deputy Project Manager, AECOM

Chris Stilwell, P. Eng.  
Consultant Project Manager  
AECOM  
345 Ecclestone Drive  
Bracebridge, ON  
P1L 1R1

NOV 21 2013  
*Handwritten signature*

November 27, 2013

Dear Mr. Stilwell:

**RE: Bracebridge North Transportation Corridor – Class EA**

We are in receipt of your letter dated November 12, 2013. Thank you for your attention to some of the concerns we have expressed.

There are a number of issues that stem from your letter but for now we would like to focus on the deer yard you identified, lying north of High Falls Road and west of Highway 11.

It would appear this deer yard is the major reason for proposing the subdivision of our property and the planned close proximity of a second road to the north of our principal residence.

In your letter you stated that further meetings with MNR are ongoing and that a follow-up response will be provided to us.

From this comment we must conclude that not all the necessary research and background information was available when the decision to introduce a “preferred route” to the public was made. We find this very disconcerting given the obvious, negative financial effect the “preferred route” will have on our property and our carefully planned lifestyle – a lifestyle that has focused on preserving our natural surroundings.

Question: If, in the opinion of the MNR, this loosely defined deer yard did not exist, would AECOM have chosen a different path for the proposed bypass?

Question: In the absence of a deer yard would the northern boundary of our property be given priority over the current, proposed configuration? To further clarify we are referencing the “Alternative 9” route as previously identified by Tottem Sims Hubicki where it passes to the north of our property.

Close examination of the “alternate routes 2012” map on the AECOM website shows the entire deer yard as Crown Land. This is evidenced by a continuation of the pink cross-hatch from land further to the east which stretches into the identified deer yard that is shown by way of small squares. This is misleading and a serious error. The land in question is privately owned.

Question: Will this error be corrected and will a note explaining your error appear in the next newsletter?



We have been left with the distinct impression, based on third hand information, that at one time the MNR, during winter months, provided feed for deer in the area adjacent to or within the identified deer wintering yard. Frankly, by way of full disclosure, we have yet to verify this as fact. However, we are actively pursuing verification of this third hand information.

Nevertheless, if this turns out to be fact it creates a contradiction requiring clarification. Obviously, it would point to the possibility that deer within the identified deer wintering yard have been drawn to that area in an unnatural, artificial way.

In addition, if this third hand information is true then a serious contradiction exists. An MNR "Fact Sheet" outlines the following reasons for not feeding deer. They are, in part:

- a) Feeding may encourage more deer in an area than the habitat can support. This can result in poor reproduction, small fawns and, ultimately, high winter mortality rates.
- b) Deer-vehicle collisions often occur as deer cross roads to and from feeders.
- c) Deer that come to feeders may lose their natural fear of humans and become a problem in summer gardens.
- d) A concentration of deer around artificial feeders can tempt natural predators of deer such as wolves to change their natural habits and come closer to populated areas
- e) Concentrating deer in an area increases the risk of disease transmission between animals.

Lastly within the MNR's Environmental Registry (2012) – Eco-Region 54 – there is a caution. It notes that artificial deer feeding can encourage deer to move to other areas over the course of time.

Request: In our October 30<sup>th</sup> letter we specifically asked if the MNR had ever distributed feed (ie: hay, grain or pellets) within the boundaries of the area to the north of High Falls road that you have identified as a deer wintering area. We would like an answer to that previous question.

You note that the deer yard layer was revised by AECOM ecologists within the most southern section.

Question: Who was the "qualified professional" or as you describe – AECOM ecologist – who performed this work?

Request: Please provide us with a copy of the study undertaken by the AECOM ecologist outlining the specific geographic area that was studied.

Question: What was the purpose of the study undertaken by the AECOM ecologist?

Question: What conclusions did AECOM's ecologist reach?

Request: Our October 30, 2013 we asked specifically for copies of all the MNR's historic and present scientific studies that clearly identify the boundaries of the deer wintering area to the north of High Falls Road. These documents were not received. Further, there is no mention of our request in your November 12, 2013 letter. Please provide this documentation.

*{Note: If you cannot or will not provide this documentation we will consider a FIPPA request to the MNR. That would probably be a lengthy process and in recognition of this fact it would be expected that the DOM and AECON would push back their deadlines to accommodate this process.}*

In your letter you note that the deer yard layer was revised by AECOM ecologists within the most southern section. In the same paragraph you also note that "through correspondence with MNR this revision was accepted."

Request: Please provide a copy of all the above noted correspondence and a copy of all the responses you received from MNR.

In our October 30, 2012 letter we asked, "Please provide us with the specific legislative authority that allows the MNR to so dramatically influence the routing of the "preferred" bypass through what it identifies as a deer wintering area."

You responded by stating that "the MNR has authority to protect areas that have been designated as Deer Yard through the Provincial Policy statement. Section 2.1.4 states *Development and site alteration shall not be permitted in: d) significant wildlife habitat.*"

Request: Again we asked for specific legislative authority being applied by MNR while keeping in mind there is a huge difference between legislative authority and policy.

We have yet to see or hear (albeit we might have missed it) the term "significant" as a preface to the term "deer yard" or "deer wintering yard" except in your letter of November 12, 2013.

Question: AECON, with prompting from the MNR, designated a large area north of High Falls Road just west of Hwy 11 as a deer wintering area. Is this designated area, as outlined on the maps provided to the public, considered to be a "significant" wildlife/deer area pursuant to Provincial policy?

It is our understanding that "significant" in relation to the aforementioned means that it is ecologically important in terms of features, functions representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system.

In this case development and site alteration would not be permitted unless it has been demonstrated that there will be no negative impacts on the feature or its ecological function. Furthermore, development and site alteration on adjacent lands would be similarly restricted.

Section 9.3 of the Natural Heritage Reference Manual (2005) reads as follows: ".....MNR has provided recommended criteria for identifying wildlife habitats that should be considered significant. Planning authorities may choose to follow these guidelines or use other approaches for identifying significant wildlife habitat that achieve or exceed provincial recommendations (while still being consistent with other PPS policies.)"

Question: It would appear that identification of "significant" wildlife habitat is the responsibility of the MNR that established minimum criteria and the local "planning authority." Has the local "planning authority" had any direct input into identifying the deer wintering area outlined in the AECOM EA study?

Request: If the local planning authority has been directly involved in the process of identifying the deer wintering area north of High Falls Road it would, according to the MNR, obtained sufficient information on which to base its conclusions. Please provide us with all the documentation associated with the studies undertaken by that planning authority(s).

Quote: "To determine whether significant wildlife habitat or any other natural features, as described under policy 2.1 of the PPS, are present on a site, the development proponent should collect background information on the site and surrounding area as part of a preliminary ecological site assessment.....The proponent (DOM) will need to answer both of the following questions on the basis of the initial background information gathered: A) Does the area involve a trigger for significant wildlife habitat? B) Is any confirmed significant wildlife habitat identified?"



Request: Please provide us with the background information referred to above and provide us with answers to questions A) and B) above.

According to MNR policy if an area is identified as a "significant" wildlife habitat then a buffer should be created around the area so identified and that buffer should be no less than 120m. In this particular case it would appear that safety is an important consideration. Moving the bypass away from the area where the MNR says the deer congregate would lessen the likelihood of vehicle/deer conflicts and possible accidents.

Of course, creating a 120m buffer would push the proposed bypass even further south and High Falls Road and the proposed bypass would be much closer as parallel arteries.

Question: It would appear that the proposed bypass is less than 120m from the designated deer wintering area. Should the 120m buffer apply in this case either for reasons of common sense, safety or policy?

MNR policy dictates that a detailed ecological site assessment is required to confirm the status, and location of confirmed significant wildlife habitat. This would be based on:

- Detailed mapping of vegetation cover
- Boundaries of significant wildlife habitat
- Detailed examination of location and population of wildlife species
- Studies of disruption to movement patterns and key life cycle patterns

Question: If a determination has been made that the deer area to the north of High Falls Road is "significant" were the above noted assessments completed?

Question: When were these studies completed?

Request: Please provide us with copies of the above noted studies.

There is the opposite side of this scenario. If the deer yard lying north of High Falls Road as identified by the MNR is not "significant" it unfolds a very different picture.

Question: Does the DOM have the right to alter the course of a proposed roadway if, to use our own term, the deer yard is "insignificant?"

In your letter of November 12, 2013 you stated: "Deer Yarding Areas are considered provincially significant wildlife habitat as per section 1.1 of the Criterion Schedule where they are innapped by MNR District offices and can be found within Land Information Ontario."

However, section 8.3.1 of the MNR's Significant Wildlife Habit Technical Guide states, in part, the following: ".....some of the small (deer) yards may not be considered significant with respect to the application of the Natural Heritage Features and Areas Policy ..... not all areas will be designated as significant wildlife habitat."

Question: How do you reconcile your statement(s) with those of the MNR as there definitely appears to be a significant "grey area" with reference to "significant" versus "insignificant" (our term.)

Under section 2.1 of the MNR's Provincial Policy Statement Implementation there appears to be a significant contradiction. On one hand development is defined as "...the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the Planning Act, but

does not include a) activities that create or maintain infrastructure authorized under an environmental assessment process.”

On one hand, the Northern Bypass as proposed, divides a minimum of four lots into eight. Indeed, there would be an automatic land use change as large, rural lots would be transformed into strip lots. Further, if jurisdiction over High Falls Road is transferred in the future from the DOM to the Town of Bracebridge different rules pertaining to land division would apply. Additional strip development may, in theory, then be permitted on the north side of High Falls Road.

However, the status of the deer yard (significant or insignificant) does not appear to have concrete relevance if infrastructure creation (ie: proposed northern bypass) is exempted from consideration.

Request: Please explain how your proposed subdivision of land can be reconciled with MNR's definition of development.

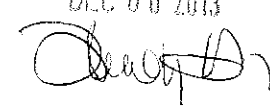
In recognition of the short deadlines you have imposed, a prompt response to our concerns, comments and requests would be greatly appreciated.

Yours sincerely,

C.C. Craig Douglas, P. Eng.  
Manager of Design Services  
District Municipality of Muskoka  
70 Pine Street  
Bracebridge, ON  
P1L 1N3



Chris Stilwell, P. Eng.  
Consultant Project Manager  
AECOM  
345 Ecclestone Drive  
Bracebridge, ON  
P1L 1R1

RECEIVED  
DEC 06 2013  


December 5, 2013

Dear Mr. Stilwell:

**RE: Bracebridge North Transportation Corridor – Class EA**

We are in receipt of your letter dated November 22, 2013 that is a response to our letter of November 13, 2013. As we continue to exchange letters we are increasingly concerned that many of the salient questions we are asking are being put off to an unspecific future date, not answered in a forthright manner, or simply being ignored.

Consequently time is passing by and we are beginning to realize that we cannot possibly comply with the time constraints you have implemented. I would draw your attention to your letter of 12 November 2013. You stated: "We ask that comments be submitted by December 31, 2013 in order to be addressed in the ESR (Environmental Study Report)." We also note that you have indicated the public will have 30 days following the ESR submission to the Ministry of Environment to continue to submit comments as per the Class EA Process.

Given the nature of the responses we have received on this subject that have been, in our opinion, often evasive and incomplete, we have decided to engage the services of a lawyer to represent our interests in this matter.

The clock is ticking and we are very concerned that we will not have the time required to respond to this extremely complex subject and that our right to adequate comment will not, by way of time constraints, be available to us.

Please keep in mind this is an EA process that involves infrastructure completion that may not be implemented for the next 40 years. With this in mind it defies logic to impose tight time constraints on the EA process.

Further, it was late in 2011 when the District of Muskoka initiated the Bracebridge North Transportation Corridor Class Environmental Assessment Study (BNTCS). In fact, the staff

report to the Town of Bracebridge regarding this EA was made on July 2, 2013. The point is that the Town had 19 months to prepare its response with reference to this matter.

However the designation of a "preferred routing" of the Northern Bypass was not unveiled to the public until October 17, 2013 (October 16, 2013 to Bracebridge Council). When this routing was identified the public was told its comments must be submitted by November 1, 2013 – a mere two weeks.

The October 17, 2013 public forum was that first time the public actually learned where the "preferred route" was planned. Previous public meetings were more of a general nature, lacking specifics that individual property owners needed to see as to how their personal interests were being affected.

The time frame you have allowed is much too short for those directly affected. To carry out meaningful research on an extremely complex subject, compose and write letters outlining concerns and seek expert guidance from legal counsel requires much more time than you have allowed.

Request: Your deadlines be extended, not by a matter of days, but by months.

The matter of incomplete answers and questions ignored by AECOM gives reason for concern. For example, the November 12, 2013 letter received from AECOM did not fully address a number of questions.

For instance, we asked if MNR had ever distributed feed within the deer wintering area designated (apparently) by MNR. We have received no answer to that question.

For instance, we asked for all the MNR's historic and present scientific studies that clearly identify the boundaries of the deer wintering area to the north of High Falls Road. We have not received copies of those studies which lead us to believe they may not exist.

For instance, we asked for specific train traffic volume statistics. You stated that up-to-date data will be obtained when needed. We would respectfully suggest that data is needed immediately. It constitutes critical information the public should be aware of.

For instance, you indicated that no priority for construction of segments of the northern transportation corridor has been considered. Surely, service roads to and from Holiday Park Drive and High Falls Road would be at the top of a priority list if an overpass to the north of these roads is constructed.

Request: Please answer all our questions and respond to all our requests.

In addition, the November 22, 2013 letter received from AECOM did not fully address all of our requests and questions outlined in our letter of November 13, 2013.

For instance, we asked if the residents of MR50 to the west of Hwy 11 will retain access to this road from the east end. You indicated a final decision has not been made. Surely, this question deserves a concrete answer during this segment of the EA process.

Request: Please provide us with a direct answer with reference to our question of access to High Falls Road from the east.

We asked about the division of our land and the potential for diminished property values. Frankly, we were shocked by your answer. You responded by saying, “the division of land into separate parcels is described as having ‘some’ impact as there is no evidence to suggest that it will negatively affect property values.”

Request: Please identify the qualified appraiser who completed the property appraisal you based your statement on?

Request: Please provide the documentation related to this appraisal.

Obviously, if the MNR is, as you have indicated, opposed to any disturbance of the deer yard it identified, it would also be opposed to any development of land severed off by the proposed “bypass.”

Request: Please provide us with written assurances from the MNR, Town of Bracebridge and the District Municipality of Muskoka that would guarantee future development of the lots created by the “bypass” would not be restricted in any way by the deer yard designation. If written assurance cannot be provided it confirms, from our perspective, that our land value will be greatly diminished.

You note in your letter of November 22, 2013 that “we (AECOM) avoided the deer yard at the direction of MNR.”

From this statement one of two things occurred. Either AECOM took “direction” from the MNR by (a) simply reading from its websites, or; (b) there was direct communication with MNR regarding avoidance of the deer yard.

Question: What form did “direction” from MNR take?

Further you state: “Regardless of this (MNR) authority, further meetings with the MNR with respect to the Designated Winter Deer Yard are ongoing. A follow-up response will be provided once more information is available.”

Again we point to the ticking clock – the inadequate time constraints – with reference to the questions and issues we feel require detailed answers.

Question: When will AECOM provide us with the “follow-up response” from the MNR?



In recognition of the December 31<sup>st</sup> deadline you have imposed, a prompt response to our concerns, comments and requests is imperative.

Yours sincerely,

CC     Craig Douglas, P. Eng.  
         Manager of Design Services  
         District Municipality of Muskoka  
         70 Pine Street  
         Bracebridge, ON  
         P1L 1N3



AECOM  
345 Ecclestone Drive  
Bracebridge, ON, Canada P1L 1R1  
www.aecom.com

705 645 5992 tel  
705 645 1841 fax

December 6, 2013

Via E-Mail

Dear :

**Project No: 60241537**

**Regarding: Bracebridge North Transportation Corridor Study**

We acknowledge and thank you for your letters of November 27, 2013 and December 5, 2013 for the above-noted project. We also acknowledge that a meeting has been arranged with you, District of Muskoka staff and us for December 13, 2013.

Following the meeting on December 13, 2013, we will respond, as required, to your two letters plus address any pertinent items from the meeting.

Sincerely,  
**AECOM Canada Ltd.**

Chris Stilwell, P. Eng.  
Project Manager

CS:cg  
Encl.

cc: Craig Douglas, Manager of Engineering Services, District Municipality of Muskoka  
Valerie McGirr, Deputy Project Manager, AECOM

January 3, 2014

Sent Via E-Mail

And Regular Mail

Dear

**Project No.: 60241537**

**Re: Bracebridge North Transportation Corridor Class EA**

Thank you for your letters of November 27 and December 5, 2013, regarding the above noted project.

With respect to the November 27, 2013 letter we provide the following:

1. *Question: If, in the opinion of the MNR, this loosely defined deer yard did not exist, would AECOM have chosen a different path for the proposed bypass? Question: In the absence of a deer yard would the northern boundary of our property be given priority over the current, proposed configuration?*

Response: The word "bypass" is not appropriate. The North Corridor is an alternative route to get around and through the urban centre.

The status of the deer yard is determined by the Ontario Ministry of Natural Resources (MNR) and is identified within the Land Information Ontario system. At this time, it is a factor influencing the route of the corridor. The District Municipality of Muskoka (District) will continue to consult with the Ministry regarding the constraints imposed by the deer yard.

An alignment along the northern boundary of your property that is the same as the alignment shown in the current Town of Bracebridge Official Plan (OP) would have been included in the Class EA as an alternative if the deer yard had not been presented by MNR at the outset of the project as a constraint to the proposed road alignment.

A thorough evaluation of all of the alternatives, including one that was north of your property, would have to be completed before answering the question if a route along the north boundary of your property would be given priority over the current identified preferred alternative.

2. *Question: Will this error be corrected and will a note explaining your error appear in the next newsletter?*



January 3, 2014

Response: The drawing on the website that shows the entire deer yard as Crown Land has been corrected. We do not plan to issue another newsletter, but, the revised drawings and this letter will be included in the Environmental Study Report (ESR) that will be issued for public review.

3. *Request: In our October 30<sup>th</sup> letter we specifically asked if the MNR has ever distributed feed (ie: hay, grain or pellets) within the boundaries of the area to the north of High Falls road that you have identified as a deer wintering yard. We would like an answer to the previous question.*

Response: The area identified as deer yard is determined by the MNR, not AECOM or the District.

We cannot confirm if the MNR has ever fed the deer in the area north of High Falls Road. However, we were verbally advised by MNR at a recent meeting that they do not now, and have not in the past, fed the deer in the deer yard.

4. *Question: Who was the “qualified professional” or as you describe – AECOM ecologist – who performed this work?*

Response: The deer yard study work was completed by Mr. Tom Shorney of AECOM under the scope of work outlined in the MNR protocols entitled “Procedure for Inventory Cruising in Selected Thermal Cover Stands in Deer Winter Habitat”. He was supervised by Ms. Jillian deMan of AECOM who was involved in obtaining clarification of the protocols and agreement to the study results with Mr. Ron Black of MNR.

5. *Request: Please provide us with a copy of the study undertaken by the AECOM ecologist outlining the specific geographic area that was studied.*

Response: We provided our Deer Yard Study and correspondence with MNR to you via e-mail on December 30, 2013.

6. *Question: What was the purpose of the study undertaken by the AECOM ecologist?*

Response: The purpose of the study was to complete a deer yard study within the southern portion of the deer yard identified by MNR to confirm if the boundary shown by MNR, and presented by MNR as a constraint, could be moved in a northerly direction to yield an alternative route alignment that stayed out of the valley lands along High Falls Road and away from a larger number of existing homes on the south side of High Falls Road.

7. *Question: What conclusions did AECOM's ecologists reach?*

Response: The conclusions are contained in the documents sent to you on December 30, 2013. In summary, there was no evidence of a deer yard in the area studied and the southern deer yard boundary was revised.

8. *Request: Our October 30, 2013 letter ~~we~~ (sic) asked specifically for copies of all the MNR's historic and present scientific studies that clearly identify the boundaries of the deer wintering area to the north of High Falls Road. These documents were not received. Further, there is no mention of our request in your November 12, 2013 letter. Please provide this documentation.*

Response: We have requested the previous deer yard studies from MNR but to date we do not have their studies. We also understand from our December 13, 2013 meeting with you that you have had a meeting with MNR where certain information was requested.

January 3, 2014

9. *Request: Please provide a copy of all the above noted correspondence and copy of all responses you received from MNR.*

Response: Copies of all correspondence with MNR is attached.

10. *Request: Again we asked for specific legislative authority being applied by MNR keeping in mind there is a huge difference between legislative authority and policy.*

Response: We provided comments in our November 22, 2013 letter to you with regard to the provincial policy for the deer yard. We again remind you that MNR presented the deer yard as a constraint to the proposed road alignment at the outset of the project and, at this time, it is a factor influencing the route of the corridor.

11. *Question: AECON, with prompting from the MNR, designated a large area north of High Falls Road just west of Hwy 11 as a deer wintering area. Is this designated area, as outlined on the maps provided to the public, considered to be a "significant" wildlife / deer area pursuant to Provincial Policy?*

Response: We are of the opinion that the reference to AECON, was meant to be AECOM.

The deer yard was designated by MNR, not AECOM. As well, the deer yard is included in the Geographic Information System (GIS) data provided to AECOM by the District.

We have been advised verbally by Ms. Kim Benner of MNR that the MNR considers the deer yard to be a Stratum 2 deer yard and "locally significant". Regardless of the significance label it is given by MNR, MNR presented the deer yard as a constraint to the proposed road alignment at the outset of the project and, at this time, it is a factor influencing the route of the corridor.

12. *Question: It would appear that identification of "significant" wildlife habitat is the responsibility of the MNR that established minimum criteria and the local "planning authority". Has the local "planning authority" had any direct input into identifying the deer wintering area outlined in the AECOM EA study?*

Response: The Town of Bracebridge and District of Muskoka, as local "planning authorities" are both stakeholders in the current Class EA study and have been involved in the study from the beginning. The Town and District "planning authorities" have not provided direct input into identifying the deer wintering area outlined in the AECOM EA study. However, we do note that the deer yard is shown in the Geographic Information System (GIS) data provided to us by the District of Muskoka.

13. *Question: If the local planning authority has been directly involved in the process of identifying the deer wintering area north of High Falls Road it would, according to the MNR, obtained sufficient information on which to base conclusions. Please provide us with all the documentation associated with the studies undertaken by that planning authority(s).*

Response: We do not have any documentation associated with studies undertaken by the planning authority. From the outset of the project MNR identified the deer yard as a constraint, we were provided with GIS data from the District with the deer yard identified in it, and we have confirmed through a search of publicly available web based information, that the deer yard is an identified area of significant wildlife habitat.

14. *Request: Please provide us with background information referred to above and provide us with answers to questions A) and B) above.*

*A) Does the area involve a trigger for significant wildlife habitat?*

Response: Yes, the deer yard is considered significant wildlife habitat by MNR, and as such, it does trigger an area for significant wildlife habitat under the current Class EA.

*B) Is any confirmed significant wildlife habitat identified?*

Response: In the area of the deer yard that we studied under the previously noted Deer Yard Study, there was no evidence of significant wildlife habitat so the deer yard boundary was revised. Additional studies to confirm significant wildlife habitat throughout the balance of the deer yard have not been completed since an alternative alignment through that portion of the deer yard has not been identified to this date.

15. *Question: It would appear that the proposed bypass is less than 120m from the designated deer wintering area. Should the 120 m buffer apply in this case for reasons of common sense, safety or policy?*

Response: The word “bypass” is not appropriate. The North Corridor is an alternative route to get around and through the urban centre.

As indicated in the Deer Yard study and correspondence sent to you on December 30, 2013, the deer yard limit was moved north by over 600 metres from the rear of the existing Black residence. This provides an opportunity to align the proposed road between the rear of the existing houses and still provide at least minimum depth for lots on both sides of the road plus maintain a 120 metre buffer to the deer yard limit, if that is indeed a constraint imposed by MNR and/or policy.

16. *Question: If a determination has been made that the deer area to the north of High Falls Road is “significant” were the above noted assessment completed? Question: When were these studies completed? Request: Please provide us with copies of the above noted studies.*

Response: The assessments completed by AECOM to obtain MNR’s approval to revise the deer yard boundary, which was considered up to that time to be significant, are documented in the reports sent to you on December 30, 2013. The studies were completed in February 2013.

17. *Question: Does the DOM have the right to alter the course of a proposed roadway if, to use our own term, the deer yard is “insignificant”?*

Response: When you refer to DOM, we suspect that you mean The District Municipality of Muskoka.

Yes, the District does have the authority, under the provision of the Class EA, to propose an alternative route through lands that do not have significant wildlife habitat. But, other pertinent factors would need to be considered and the various other relevant evaluation criteria would need to be considered.

18. *Question: How do you reconcile your statement(s) with those of the MNR as there definitely appears to be a significant “grey area” with reference to “significant” versus “insignificant” (our term.)*

Response: As noted many times previously, the MNR identified right from the outset of the project that the deer yard was a constraint to any proposed road since the identified deer yard is significant wildlife habitat.



January 3, 2014

19. *Request: Please explain how proposed subdivision of land can be reconciled with MNR's definition of development.*

Response: There is a provision under Section 2.1.4 of the Provincial Policy Statement that allows development and site alteration in significant wildlife habitat providing "it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions."

With respect to the December 5, 2013 letter we provide the following:

1. *Request: Your deadlines be extended, not by a matter of days, but by months.*

Response: As mentioned on December 13 at our meeting, you and all other stakeholders are free to comment at any time during the Class Environmental Assessment process. This includes, but is not limited to, the period during which the Environmental Study Report (ESR) is formally placed in the public record for thirty days for review.

As the Class EA process unfolds and heads towards the production of the ESR, stakeholders are asked to make their concerns known by certain dates so that the work of assessing alternative solutions can proceed within a reasonable time frame, while taking account of as many of these concerns as possible. However, this does not prevent you from commenting before, during or even after, the publication of the ESR. The team responsible for the conduct of the Class EA process will ensure that all concerns are addressed, but that does not necessarily mean that you will agree with the conclusions reached.

2. *Request: Please answer all our questions and respond to all our requests.*

Response: As mentioned on December 13 at our meeting, we endeavor to respond to all questions and requests that are pertinent to the Class EA study being undertaken. Where we do not have the answer to a question, we try to find the answer or refer the question to the appropriate agency. We trust this letter, our December 13 meeting and the previous letters cover all pertinent questions and requests. The team responsible for the conduct of the Class EA process will document concerns and how they will be addressed in study documentation, but that does not necessarily mean that you will agree with the outcome of the study.

3. *Request: Please provide us with a direct answer with reference to our question of access to High Falls Road from the east.*

Response: Under the identified preferred alternative route, the service road on the west side of Highway 11 to reach the east end of High Falls Road is an optional road. We understand that this road would become a Town of Bracebridge road and they have told us that at this time they do not consider that this road is necessary. At this point, the west service road will not be part of the preferred alternative route carried forward in the Class EA. Access from the section of High Falls Road between the Transportation Corridor and Highway 11 will be from the Transportation Corridor.

4. *Request: Please identify the qualified appraiser who completed the property appraisal you based your statement on? Please provide the documentation related to this appraisal.*

Response: We do not engage appraisers as part of a Class EA study. When we indicated that there is no evidence to suggest that the division of land into separate parcels will negatively affect property values, we were referring to past experience on a variety of road projects. There may be a net benefit, or no loss in property value, if a new road is constructed by a municipal government that provides an opportunity to develop new lots fronting the road. During future property negotiations, the objective will be to achieve a willing buyer-willing seller result. If this is not possible, the expropriation process will be used. In both cases, there is an opportunity for both parties to set out their interests and expectations.

5. *Request: Please provide us with written assurances from MNR, Town of Bracebridge and the District Municipality of Muskoka that would guarantee future development of the lots created by the "bypass" would not be restricted in any way by the deer yard designation. If written assurances cannot be provided it confirms, from our perspective, that our land value will be greatly diminished.*

Response: The word "bypass" is not appropriate. The North Corridor is an alternative route to get around and through the urban centre.

Under no circumstances do we believe that the MNR, Town of Bracebridge and the District Municipality of Muskoka would or could provide written assurances that land value will not diminish now or in the future. As previously noted, the deer yard designation will not impact lots fronting on both sides of the proposed road given the deer yard limit was moved north by over 600 metres from the rear of the existing Black residence. This provides an opportunity to align the proposed road between the rear of the existing houses and still provide adequate depth for the creation of lots on both sides of the road plus maintain a 120 metre buffer to the deer yard limit, if that is indeed a constraint imposed by MNR and/or policy.

6. *Question: What form did "direction" from MNR take?*

Response: Correspondence with MNR is attached. MNR advised in meetings, which were minuted, that the deer yard was a constraint. It is also identified in Land Information Ontario and the District's GIS. As noted earlier, the status of the deer yard is determined by the MNR and, at this time, it is a factor influencing the route of the corridor. The District will continue to consult with the Ministry regarding the constraints imposed by the deer yard.

7. *Question: When will AECOM provide us with the "follow-up response" from the MNR?*

Response: MNR has been requested to provide specific comments on the Class EA study to date including alternative alignments considered and the evaluation method. As per the attached correspondence, MNR has also committed to providing any relevant background studies pertaining to the identification and delineation of the deer yard and to provide a letter confirming the deer yard as a constraint with reference to MNR's jurisdiction/authority and relevant legislative requirements. MNR committed to provide the information by December 31, 2013 but to date we do not have anything from MNR. All information obtained from MNR will be included in the ESR.

January 3, 2014

Thank you for taking the time to provide comments and concerns on this study.

Sincerely,  
**AECOM Canada Ltd.**



Chris Stilwell, P.Eng.  
Manager, Bracebridge Office  
chris.stilwell@aecom.com

cs:sc

Attachments

ec: A.J. White, C. Douglas, K. Austin, District of Muskoka  
ESR



## Minutes of Meeting

Date of Meeting	April 10, 2012	Start Time	1:00	Project Number	60241537
Project Name	Bracebridge North Transportation Corridor EA Study				
Location	The District Municipality of Muskoka				
	70 Pine Street, Bracebridge				
Location	Birch room				
Regarding	Agency Meeting				
Attendees	Craig Douglas (District Municipality of Muskoka), Chris Stilwell (AECOM), Vanessa Skelton (AECOM), Gary Epp (AECOM), Andrew Stacey (Town of Bracebridge), Ron Walton (Town of Bracebridge), Kim Benner (MNR), Ariel Zwicker (MNR), Nicole Tuyten (MNR)				
Distribution	attendees				
Minutes Prepared By	V. Skelton				

**PLEASE NOTE:** If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

	Action
<b>Introduction</b>	
<ul style="list-style-type: none"><li>The purpose of the meeting is to invite the stakeholders to be involved and to get input from the stakeholders. There will another meeting next week in North Bay with MTO.</li></ul>	
<b>Project Background</b>	
<ul style="list-style-type: none"><li>A review of previous transportation studies was provided. These studies concerned the north and west transportation corridors and access modifications on Highway 11.</li></ul>	
<ul style="list-style-type: none"><li>The purpose of this study was explained. The TESR completed by MTO provided a location for connection to High Falls Road. The District of Muskoka preferred another configuration for the connection that would serve the future north transportation corridor outlined in the Town of Bracebridge Official Plan. MTO requires a separate EA completed by the District to determine a more precise location for the north transportation corridor before reviewing the recommended plan in the TESR.</li></ul>	
<ul style="list-style-type: none"><li>The Town of Bracebridge indicated that the development of transportation corridors around the urban area were an important objective for the Town. The purpose of the 1994 study was to indicate the logical route for these corridors in order to protect the land. MTO was a participant in the 1994 study. The preference from the Town's perspective is to locate the north transportation corridor and the connection to Highway 11 north of High Falls Road.</li></ul>	

<ul style="list-style-type: none"> <li>Using High Falls Road as part of the north transportation corridor was not a preferred option because the road is not constructed as an arterial corridor.</li> </ul>	
<ul style="list-style-type: none"> <li>The EA study will consider access to Holiday Park Drive, MNR office and Bracebridge Resource Centre. Service roads may be required to provide access.</li> </ul>	
<ul style="list-style-type: none"> <li>The timeline for the MTO Highway 11 construction was understood to be 20-30 years. This is also the approximate timeline for the north transportation corridor.</li> </ul>	
<b>Need and Opportunity</b>	
<ul style="list-style-type: none"> <li>One of the first steps in the EA process is to establish the problems and opportunities.</li> </ul>	
<ul style="list-style-type: none"> <li>The opportunities associated with this EA are:                             <ul style="list-style-type: none"> <li>That the MTO is eliminating at grade intersections along Highway 11 while maintaining existing connections through service roads. Therefore there is an opportunity to enhance the connections to Highway 11 to better serve the Town of Bracebridge population and future growth.</li> <li>There is an opportunity to provide road alignments that can improve safety</li> <li>There is an opportunity to provide an alternate route for new developments and connections to new developments</li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li>The problems associated with this EA are that there is limited downtown capacity and that there is limited connectivity across the Muskoka River.</li> </ul>	
<ul style="list-style-type: none"> <li>The increase in traffic on High Falls Road from 500-600 vehicles per day in 2008 to 1500 vehicles per day in 2011 shows that there is a tendency for people to use a northern route to access Highway 11.</li> </ul>	
<b>Alternative Solutions</b>	
<ul style="list-style-type: none"> <li>The alternative solutions to be considered in the EA are:                             <ul style="list-style-type: none"> <li>Do nothing</li> <li>Improve existing routes through realignment, intersection improvements, removing parking, widening</li> <li>New corridor</li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li>In the evaluation, land use will be an evaluation factor.</li> </ul>	
<b>Data Collection</b>	
<ul style="list-style-type: none"> <li>Traffic data was collected at three intersections in March. Turning movement counts were completed by both the District and AECOM and were compared to hourly directional counts that were collected at the same time. AADT counts from 1990 to 2011 were provided by the District for the roads in the study area. Collision data was also provided by the District.</li> <li>Traffic data was available for spring, summer and fall.</li> </ul>	
<ul style="list-style-type: none"> <li>A team of ecologists and biologists from AECOM will undertake the data collection for the natural environment. It is necessary to match the level of effort and detail to the long term horizon of this project. Sufficient information will be required to provide input for route selection.</li> <li>It is preferable if field investigations focus on areas of concern for MNR.</li> <li>The District should have basic information that is available from MNR. Some of this information was used in the MTO study.</li> <li>Research plots are located within Crown Lands north-west of the MNR office. Data is available for Crown Land.</li> <li>AECOM will prepare a letter that requests information that may be outstanding,</li> </ul>	AECOM





<ul style="list-style-type: none"> <li>• The Town has trail mapping that can be added to the map. Also, the connection to the Southwest corridor could be added to the map for context.</li> <li>• There has been an emphasis on the promotion of active transportation and a connection to the Resource Centre would be important. Also, little disruption to existing trails would be preferred.</li> <li>• Township of Muskoka Lakes should be contacted to be part of EA study.</li> <li>• Kim Benner will remain contact person at MNR.</li> </ul>	AECOM/District
Next Meeting	
<ul style="list-style-type: none"> <li>• The next meeting will be held in October 2012 for the assessment and evaluation of alternatives.</li> </ul>	

## Minutes of Meeting

Date of Meeting	January 3, 2013	Start Time	9:00 am	Project Number	60241537
Project Name	Bracebridge North Transportation Corridor EA Study				
Location	MNR Office, Bracebridge				
Regarding	BRMC, Red Oak Stands, Deer Yard				
Attendees	Nicole Tuyten, Ariel Zwicker, Kim Benner, Phung Tran (MNR), Kevin Austin (District Municipality of Muskoka), Chris Stilwell (AECOM)				
Distribution	Attendees, C. Douglas, (DMM), J. DeMan, G. Epp, V. McGirr, D. Chartrand (AECOM)				
Minutes Prepared By	C. Stilwell				

**PLEASE NOTE:** If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

		Action
<b>Project Background and Meeting Purpose</b>		
<ul style="list-style-type: none"><li>CS noted that the purpose of the meeting was to solicit MNR feedback on the impact of the middle and north interchange locations on the Bracebridge Resource Management Centre (BRMC) plus impacts of alternative route on the Red Oak Stands and a southern portion of the deer yard near High Falls Road. The feedback would be used as part of the evaluation criteria for the selection of the preferred alternative route and interchange.</li></ul>		
<ul style="list-style-type: none"><li>KA and CS summarized the background of the study.</li></ul>		
<ul style="list-style-type: none"><li>Using the overall study area drawing with alternative routes, CS and KA explained the three Highway 11 interchange locations and the various alternative routes that connect to MR118.</li></ul>		
<b>Interchange Location Criteria</b>		
<ul style="list-style-type: none"><li>CS noted that AECOM has followed the MTO interchange design criteria in the work presented. In particular the bullnose-to-bullnose spacings between Cedar Lane/ MR 117 interchange and the interchange alternatives were designed to meet or exceed the requirements in the safety reference.</li></ul>		
<ul style="list-style-type: none"><li>The spacing of the middle interchange is the minimum (1711m) from the Cedar Lane/ MR 117 interchange.</li></ul>		
<ul style="list-style-type: none"><li>The spacing of the north interchange is significantly greater than the minimum distance required but is placed further north to avoid placing the interchange on the curve in Highway 11 while striving to stay as close to Town as possible.</li></ul>		
<ul style="list-style-type: none"><li>The southern partial interchange follows the requirements set out in the reference document for successive exit ramps or successive entrance ramps.</li></ul>		
<b>Alternative Routes</b>		
<ul style="list-style-type: none"><li>CS noted that generally the topography was somewhat better north of the deer yard but there is a rocky knoll (and cemetery) in the vicinity of Manitoba Street along the</li></ul>		

north route. The topography to the west of the middle and south interchanges is difficult with incised valleys and considerable slopes.	
<ul style="list-style-type: none"> <li>The southern alignments that cross High Falls Road and traverse in and out of the Muskoka River Valley would be challenging. CS noted that he was attempting to determine if an additional alternative could cut across a small southerly portion of the deer yard.</li> </ul>	
<ul style="list-style-type: none"> <li>It was explained that it was recognized that the deer yard, which covers much of the area between High Falls Road and Falkenburg / Naismith Road, was a constraint and fragmentation has been largely avoided.</li> </ul>	
<b>Request for Information (Values)</b>	
<ul style="list-style-type: none"> <li>Need to make a formal information request to Phung Tran (Values Request) for all alternative routes (or entire study area) if not already done. <ul style="list-style-type: none"> <li>Example of values: Red Shouldered Hawk nests near Muskoka River.</li> </ul> </li> </ul>	AECOM
<ul style="list-style-type: none"> <li>Review files and see what has been done to date. Was a formal request made already? Contact Phung as required (705-646-5557; <a href="mailto:phung.tran@ontario.ca">phung.tran@ontario.ca</a>).</li> </ul>	AECOM
<ul style="list-style-type: none"> <li>Convert alternative route plan to GIS (ArcView / ArcGIS) and send to Phung so she can identify values.</li> </ul>	AECOM
<ul style="list-style-type: none"> <li>Need to advise Phung of what values have been evaluated so far so she doesn't duplicate effort.</li> </ul>	AECOM
<b>Bracebridge Resource Management Centre</b>	
<ul style="list-style-type: none"> <li>MTO has already approved through their TESR that they will be constructing a service road on the east side of Highway 11 that will impact the BRMC to some extent.</li> </ul>	
<ul style="list-style-type: none"> <li>Show general footprint dimensions of north and middle interchange on plan and profile drawings to show extent of impact of interchanges on the BRMC. <ul style="list-style-type: none"> <li>Send all drawings in pdf to Ariel Zwicker, Kim Benner and Nicole Tuyten.</li> </ul> </li> </ul>	AECOM
<ul style="list-style-type: none"> <li>MNR would prefer we did not impact BRMC. Middle interchange is better in this regard.</li> </ul>	
<b>Deer Yard</b>	
<ul style="list-style-type: none"> <li>It is possible to cut across the southern tip of the deer yard but a tracking program needs to be completed to confirm if the deer yard limit is still valid (1997 vintage info) and what mitigation measures need to be proposed, if any.</li> </ul>	AECOM
<ul style="list-style-type: none"> <li>Tracking needs to be done this winter.</li> </ul>	
<b>Red Oak Stands</b>	
<ul style="list-style-type: none"> <li>Consult North Bay MNR Science Group to get more info, if available, on Red Oak Stands (size, age, condition, active project, absolute need to protect, etc.).</li> </ul>	MNR
<ul style="list-style-type: none"> <li>MNR Bracebridge advised that Red Oaks must be protected / avoided but it is not their project (belongs to North Bay office) so needs to be confirmed.</li> </ul>	
<ul style="list-style-type: none"> <li>If MNR North Bay indicates that the Red Oak stands must be protected, but they don't have any more details on size, etc., a field investigation can be completed to assess avoidance, mitigation, etc.</li> </ul>	AECOM
<b>Other</b>	
<ul style="list-style-type: none"> <li>Show Crown Land on large alternative route plan.</li> </ul>	AECOM
<ul style="list-style-type: none"> <li>MNR prefers Crown Land is not segregated but it is not prohibited by policy.</li> </ul>	
<b>Next Meeting</b>	
<ul style="list-style-type: none"> <li>No commitments were discussed for a follow-up meeting.</li> </ul>	



## Communication Record

Date	February 11, 2013	Time	9:26am to 9:55am
Between	Ron Black	and	Jillian deMan
	Ministry of Natural Resources, Parry Sound Office		AECOM, Kitchener Office
Telephone #	705-773-4225	Project #	60241537
Project Name	Bracebridge North Transportation Corridor EA		
Subject	Scope for Refinement of Deer Yard		

**PLEASE NOTE:** If this communication record does not agree with your records of the meeting, or if there are any omissions, please advise. Otherwise it will be assumed that the contents of this record are correct.

### Comments

Jill deMan called Kim Benner at Bracebridge MNR to ask who to contact concerning clarification of the deer yard protocols entitled, "Procedure for Inventory Cruising in Selected Thermal Cover Stands in Deer Winter Habitat" sent by Phung Tran of MNR on January 24, 2013.

In light of Phung Tran leaving the MNR Bracebridge office, Megan Bonenfant is her replacement and was not available to chat Monday February 11<sup>th</sup>, 2013. Kim suggested Jill speak with Ron Black, who wrote the protocols, but requested that she be sent a summary of the conversation.

Ron Black was called at 9:26am. The following are the main points of the conversation:

- Considering the warm weather this winter, deer distribution overall is very broad.
- There are two Stratum when defining deer yards; Stratum One indicates the core and Stratum Two indicates where deer generally winter.
- The original data that was provided to AECOM concerning the limits of the deer wintering area was part of Stratum Two. The mapping was completed using aerial survey work in 1987 and then subsequently verified in 2007 through observations on the ground.
- When provided a pdf version of the Alternatives (same mapping provided to Phung Tran on January 10<sup>th</sup>, 2013), and shown key locations of the areas that require more detailed information for refinement, Ron had the following recommendations with regards to fieldwork:
  - i) Transects need to be 1 kilometre long, 500 m on either side of the corridor within forested area.
  - ii) Transects should be spaced at least 200 m apart along the corridor.
  - iii) Plots within each transect should be spaced at least 100m apart.

- iv) For each plot, information that is essential to gather includes ecosite mapping, estimation of crown conifer closure (four estimates at each corner of the plot and one in the centre), prism sweep data including tree size within the categories as stated in the protocols sent by Phung, any tracks/incidental observations located during the surveys.

## Minutes of Meeting

Date of Meeting	March 20, 2013	Start Time	10:00am	Project Number	60241537
Project Name	Bracebridge North Transportation Corridor Study				
Location	Conference call				
Regarding	Results of Deer Yard Survey				
Attendees	Ron Black, MNR; Megan Bonenfant, MNR; Kim Benner, MNR; Chris Stilwell, AECOM; Jillian deMan, AECOM; Tom Shorney, AECOM				
Distribution					
Minutes Prepared By	Jillian deMan, AECOM				

**PLEASE NOTE:** If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

### INTRODUCTION

Meeting commenced at 10am with introductions of call attendees. A week prior to meeting, Jillian deMan distributed a technical memorandum entitled, "Bracebridge North Transportation Corridor EA – Deer Wintering Yard Surveys" dated March 13<sup>th</sup>, 2013. Regrets were James Kamstra (senior ecologist from AECOM on the field team).

### INTENT OF MEETING

Intent of conference call is to discuss the methods for delineating the deer yard line and the results from the deer yard survey completed by AECOM. After this discussion, AECOM will draw the revised line and include in the Class EA.

### SUMMARY OF DEER WINTERING SURVEY TECHNICAL MEMO

AECOM undertook a deer survey, through consultation with Ron Black from MNR, on February 26<sup>th</sup> and 27<sup>th</sup>, 2013. The surveys consisted of four transects which were 1kilometre long, 500 metres on either side of an alternative corridor running north off of High Falls Road. Each transect was spaced 200m apart along the alternative corridor. A total of 30 plots were completed along the four transects. Due to the presence of residential developments, some of the required plots could not be completed and only plots located north of High Falls Road and not on developed lands were completed. The habitat surveyed showed no sign of substantial deer populations and the majority of browse observed within the plots were dominated by snowshoe hare. The snow depth along the four transects was recorded at approximately 70cm.

More detail of the methods and results of the surveys can be found in the technical memorandum mentioned above.



## Minutes of Meeting

Date of Meeting	November 25, 2013	Start Time	11:00am	Project Number	60241537
Project Name	<b>Bracebridge North Transportation Corridor Study</b>				
Location	Ministry of Natural Resources, Bracebridge				
Regarding	<b>The Status of the Deer Yard Area within the Project Study Area</b>				
Attendees	Kim Benner, District Planner - MNR Anne Collins, A/Bracebridge Area Supervisor - MNR Dave Priddle, A/Planning and Information Management Supervisor - MNR Leeanne Leduc, A/Landscape Planning Biologist - MNR Steve Scholten, District Fisheries Biologist - MNR Kevin Austin, Director of Transportation & Engineering Services – District of Muskoka Craig Douglas, Manager of Engineering Services – District of Muskoka Chris Stilwell, Project Manager – AECOM Gary Epp, Director of Ecology - AECOM				
Distribution	All attendees; Valerie McGirr; Jillian deMan; Ghiourelotis, Catherine				
Minutes Prepared By	Gary Epp; Chris Stilwell				

**PLEASE NOTE:** If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

	Comments / Action
<b>Purpose of the Meeting:</b> The District of Muskoka has received concerns from residents within the study area regarding the avoidance of the deer yard area in planning route alternatives for the Bracebridge North Corridor Study. The District and AECOM requested this meeting to discuss the issue of the deer yard as a constraint to transportation route alternatives.	C. Stilwell
<b>Background:</b> Chris Stilwell provided background and an overview of the project for MNR staff not previously involved in the project. The Bracebridge North Transportation Corridor Study (BNTC) is a Municipal MEA Class Environmental Assessment (EA) Schedule C project. The project was initiated in response to the Ministry of Transportation's (MTO) environmental assessment that proposed an interchange to Hwy 11 at High Falls Road. MTO agreed to consider an alternate location for the interchange, if the District could justify the alternate location through an EA.	C. Stilwell
The District of Muskoka and AECOM met early in the study process to obtain input from MNR regarding study area constraints. The deer yard was identified by MNR as a high constraint that should not be bisected or encroached into. In	G. Epp

<p>the selection of route alternatives, AECOM has respected and incorporated the deer yard as a high level constraint.</p> <p>In consultation with MNR, AECOM ecologists conducted a study of the southern portion of the deer yard to determine the limits of the deer yard just north of High Falls Road. The study resulted in a modification of the deer yard limits along its southerly limits. A copy of the memorandum outlining the deer yard study is attached to these minutes.</p> <p>The District of Muskoka is hoping to complete and submit the EA report in December.</p>	<p>G. Epp</p> <p>C. Stilwell</p>
<p><b>Landowner Concerns:</b> Following the most recent Public Meeting for the project, the District received comments and correspondence that questioned the validity of the deer yard as a constraint and MNR's jurisdiction in identifying and enforcing it as a significant constraint.</p> <p>A copy of a letter from one of the landowners is attached to these minutes.</p> <p>C. Stilwell noted that the residents will likely be requesting a meeting with MNR to discuss the deer yard issue.</p> <p>C. Douglas noted that if the deer yard were not a constraint, the District would consider an alternative that would bisect the area.</p>	<p>C. Stilwell</p> <p>C. Douglas</p>
<p><b>Confirmation of the Deer Yard Status:</b> K. Benner asked if the District and AECOM are looking for data, or studies for the deer yard.</p> <p>The District and AECOM are requesting confirmation of the status of the deer yard as a constraint and MNR's jurisdiction in terms of supporting legislation and policy that requires consideration of the deer yard.</p> <p>AECOM is also requesting any studies and/or data that was used to identify or confirm the deer yard. It was specifically noted that MNR had conducted deer surveys of the area in early 2013 for which data is also being requested.</p>	<p>K. Benner</p> <p>G. Epp</p>
<p><b>General Discussion:</b> MNR asked why the northern route was not considered as a preferred alternative.</p> <p>C. Stilwell stated that the northern route is not considered as the preferred route due to the impacts on residential properties and the grade restrictions within the area to the north.</p> <p>K. Benner stated that MNR would like to consider all the alternatives and that they are particularly concerned with any potential for impacts to the Resource Center on the east side of Hwy 11.</p>	<p>MNR</p> <p>C. Stilwell</p> <p>K. Benner</p>

Action Items	Action By
• AECOM is to provide the shape files for the preferred alternative route.	AECOM
• MNR will provide any relevant background studies pertaining to the identification and delineation of the deer yard	MNR
• MNR will provide a letter confirming the deer yard as a constraint with reference to MNR's jurisdiction/authority and relevant legislative requirements	MNR
•	





AECOM  
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705 645 5992 tel  
705 645 1841 fax

December 3, 2013

Via Share File Only

**Kim Benner**  
District Planner  
**Ministry of Natural Resources**  
R.R.#2  
Hwy 11 North  
Bracebridge, ON P1L 1W9  
[Kim.benner@ontario.ca](mailto:Kim.benner@ontario.ca)

Dear Ms. Benner:

**Project No: 60241537**  
**Regarding: Notification of Study Recommended Preferred Route**  
**District Municipality of Muskoka**  
**Bracebridge North Transportation Corridor**  
**Class Environmental Assessment Study**

Following our meeting on November 25, 2013 regarding the ongoing Bracebridge North Transportation Corridor Class Environmental Assessment study, we would like to formally request the Ministry of Natural Resources' comments and feedback on the study to date.

In January 2012, the District Municipality of Muskoka initiated a Class Environmental Assessment (EA) Study for a proposed transportation corridor north of the Town of Bracebridge urban area between Highway 11 and Muskoka Road 118. This long term transportation planning study is being carried out in accordance with the requirements for a Schedule 'C' project under the *Municipal Class Environmental Assessment* document.

Two public open houses have been held during the course of the study to provide an opportunity for the public to review and discuss the project with representatives of the Project Team. The preferred route was presented to the public during the most recent open house, held on October 17, 2013.

Please find attached some background material that will likely assist you in your review of the study to date:

- A copy of the second Newsletter that was made available at the October open house;
- A map of the alternative routes;
- A map of the preferred route;
- A Communication Record of a phone call between Jill DeMan of AECOM and Ron Black of the MNR's Parry Sound Office regarding the Scope of the Refinement of the Deer Yard in the study area (from February 2013);

- A Memo covering the Deer Wintering Yard Surveys undertaken in March 2013;
- A Table of Field Survey Data from March 2013 covering Evidence of Deer Use in the study area;
- A document outlining the Evaluation Process undertaken and the results for each alternative; and,
- A map of the Environmental Constraints

A memo is currently being prepared as part of the Environmental Study Report, outlining the Natural Environment Existing Conditions for the study area. This memo is expected to be completed shortly and will be forwarded to the MNR at that time to assist in your review of the study to date. In addition, the GIS shape file of the preferred route will be provided shortly under separate cover.

As discussed and agreed at the meeting, we would appreciate receiving your comments on the study by December 31, 2013. Our intention is to publish the Environmental Study Report early in 2014 with the associated public and review agency notice.

As always, any comments received pertaining to the study will be collected under the *Environmental Assessment Act* and will become part of the public record.

Sincerely,  
**AECOM Canada Ltd.**



Chris Stilwell, P. Eng.  
Project Manager

CS:dc  
Encl.

cc: Craig Douglas, Manager of Engineering Services, District Municipality of Muskoka  
Valerie McGirr, Deputy Project Manager, AECOM

## Stilwell, Chris

---

**From:** Stilwell, Chris  
**Sent:** Friday, December 13, 2013 1:47 PM  
**To:** 'Benner, Kim (MNR)'  
**Cc:** Scholten, Steve (MNR); Leduc, Leeanne (MNR); Collins, Anne (MNR); Priddle, Dave (MNR)  
**Subject:** RE: 60241537 - Bracebridge North Transportation Corridor - Phone Conversation with Kim Benner, MNR

Kim,

Thanks for your e-mail.

We will add the clarifications to our records.

Chris

---

**Chris Stilwell, P. Eng.**

Manager, Bracebridge Office

Water - Community Infrastructure

T 705.645.5992 ext. 3252012 C 705.641.1629

[chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

### **AECOM**

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*Please consider the environment before printing this page.*

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**From:** Benner, Kim (MNR) [mailto:[kim.benner@ontario.ca](mailto:kim.benner@ontario.ca)]

**Sent:** Friday, December 13, 2013 1:40 PM

**To:** Stilwell, Chris

**Cc:** Scholten, Steve (MNR); Leduc, Leeanne (MNR); Collins, Anne (MNR); Priddle, Dave (MNR)

**Subject:** FW: 60241537 - Bracebridge North Transportation Corridor - Phone Conversation with Kim Benner, MNR

Hi Chris,

I just wanted to correct two points:



1. MNR advised that the 1987 mapping is the best available mapping that we have at this time and that it may not be precise; hence, MNR's recommendation that the proponent do additional survey work. In general, if there is a question of the validity or accuracy of data, it is up to the proponent to verify it; and,
2. Mr. Henry advised that they were concerned about the many trees that were planted on the one property and that they were advised by the proponent that the managed forest agreement could be cancelled at any time. MNR did not disagree with this statement.

Thanks!

Kim

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**From:** Stilwell, Chris [mailto:Chris.Stilwell@aecom.com]

**Sent:** December 13, 2013 11:46 AM

**To:** Ghiourelotis, Catherine

**Cc:** McGirr, Valerie; Deman, Jillian; Epp, Gary; White, Tony; Douglas, Craig; Austin, Kevin; Benner, Kim (MNR)

**Subject:** 60241537 - Bracebridge North Transportation Corridor - Phone Conversation with Kim Benner, MNR

Hi Catherine,

For record keeping purposes, following is a summary of a phone conversation this morning with Kim Benner with MNR:

- MNR had a meeting on Dec. 12, 2013 with
- MNR staff were Kim Benner, Leeanne Leduc and Steve Scholten
- MNR advised that they were reviewing the available project information and planned to comment to AECOM on the project by Dec. 31, 2013.
- MNR advised that the deer yard is a Stratum 2 deer yard, that is locally significant, not provincially significant. It is a significant wildlife area.
  - A deer yard in Port Loring is an example of a Stratum 1 deer yard.
- MNR confirmed to that there is recent evidence of deer in the deer yard area.
- Kim advised me that did not dispute that there are deer in the deer yard area.
- MNR advised that the deer yard boundary mapping is not accurate.
- Kim told me that MNR advised that if there had to be a road, skirting the deer yard on the periphery, such as what is proposed, is preferred to segregating the deer yard. MNR's position is that it would better to not have a new road, but if it is required, the alignment with the least impact to the natural environment that is under MNR's jurisdiction, including the deer yard, is best.
- MNR advised that a managed forest was not a constraint to a new road.
- MNR advised that their role is different for a road than a subdivision in terms of being a commenting agency.
- requested a copy of the AECOM deer yard study. MNR advised that they could not provide it since it was not their report but they advised that the study would be part of the ESR.
- expressed concern that the AECOM deer yard study was undertaken on their property without their knowledge and/or consent.
- MNR advised that they have had three meeting with AECOM, DMM (and Town) to discuss the project.

Additional comments from Kim that weren't necessarily part of the meeting with :

- Kim advised me that their deer yard study was completed in 1987, not 1997 as indicated by our documentation.
- I advised Kim that Ron Black with MNR accepted the AECOM deer yard study and allowed the constraint boundary to be modified since AECOM followed MNR's protocol. Kim would like to obtain correspondence related to Ron Black's agreement to our deer yard study findings.

Chris

---

**Chris Stilwell, P. Eng.**

Manager, Bracebridge Office

Water - Community Infrastructure

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November 12, 2013

Craig Douglas, P. Eng.  
District Municipality of Muskoka  
Manager of Engineering Services  
70 Pine Street  
Bracebridge, Ontario  
P1L 1N3

Dear Mr. Douglas:

Please consider the following concerns of the Muskoka Field Naturalists regarding the proposed transportation corridor north of the Town of Bracebridge urban area between Highway 11 and Muskoka Road 118. The Muskoka Field Naturalists is a local not-for-profit organization representing over 100 active members dedicated to the study, conservation, and enjoyment of nature.

In particular, we are concerned with the portion of the preferred and alternate routes that will extend south along South Monck Drive. This is a relatively quiet corner of Muskoka with a diverse variety of habitats and an abundance of wildlife, as noted in the Public Open House Summary Report.

Significant wildlife habitat is present in the forested northern portion of the study area (adjacent to South Monck Drive, north of Crawford Road), including wetlands and an active Great Blue Heron colony. Increased traffic and noise levels in this area would impact the continued success of this colony.

A thicket swamp, identified as Wetland 2 (W2) on the Terrestrial Conditions map included in the Public Open House Summary Report, which lies immediately south of where the preferred route would join with South Monck Drive, is an important habitat for a number of sensitive species. Canada Warbler and Golden-winged Warbler, both of which are designated Threatened under the Species at Risk Act (SARA), have been observed during breeding season in this wetland. Road development in Canada Warbler breeding habitat and wetland conversion have been cited as threats to Canada Warbler breeding success (<http://www.sararegistry.gc.ca>). This wetland is also an important habitat for American Bittern, Green Heron, and Virginia Rail.

Eastern Whip-poor-will, which is also designated Threatened under the Species at Risk Act (SARA), has been observed for a number of years during breeding season in the areas surrounding the intersections of South Monck Drive, Crawford Road, and Partridge Lane. These observations have been contributed to the Eastern Whip-poor-will Project currently being conducted by Bird Studies Canada. According to the SARA Registry (<http://www.sararegistry.gc.ca>), collisions with vehicles have been identified as a significant threat to Whip-poor-wills, which commonly sit on roads or road shoulders at night. The



development of a major transportation corridor through this area would increase the likelihood of vehicle collisions with Whip-poor-wills.

Bobolink, which is a Threatened species under the Ontario Species at Risk Act (SARA), as identified in the Public Open House Summary Report, has been observed in hay fields adjacent to South Monck Drive. Again, the development of a major transportation corridor that further fragments and disturbs important Bobolink habitat in this area could have a detrimental effect on local populations.

We hope you will consider our concerns with the proposed transportation corridor north of the Bracebridge urban area and that they will form part of the official Environmental Assessment Public Review.

Yours sincerely,

A handwritten signature in cursive script that reads "David Goodyear". The signature is written in dark ink and is positioned above the printed name.

David Goodyear

President

Muskoka Field Naturalists

## Individual Meetings

## Ghioureliotis, Catherine

---

**From:** Stilwell, Chris  
**Sent:** Monday, November 25, 2013 1:35 PM  
**To:** Ghioureliotis, Catherine  
**Cc:** McGirr, Valerie; Douglas, Craig  
**Subject:** 60241537 Bracebridge North Transportation Corridor Class EA - Meeting with P. Sullivan  
**Attachments:** Meeting request - High Falls Rd. Deer Wintering Area; RE: Northern By-pass

Hi,

Craig Douglas and I met with \_\_\_\_\_ in my office on Friday November 22, 2013 at 3:30 pm.

Key items:

- Just prior to the meeting, \_\_\_\_\_ advised by e-mail that \_\_\_\_\_ would also attend the meeting. Via e-mail (attached) we denied the request.
- At the meeting, we suggested that if the larger group of \_\_\_\_\_ wanted a meeting, they needed to make a formal advance request.
- In general terms, the same items included in \_\_\_\_\_ letter of October 31, 2013 and our response letter of November 12, 2013 were discussed.
- \_\_\_\_\_ about the deer yard. Subsequent to the meeting, he sent an e-mail to MNR (attached).
- \_\_\_\_\_ pointed out that there may be an error in the limits of the Crown Land shown on various project drawings. Subsequent to the meeting, DMM clarified that there were errors. Subsequent to that clarification, AECOM will correct for all drawings to be included in future reports.
- \_\_\_\_\_ indicated that he had initiated an "action" against the real estate broker who transacted his recent purchase of the property since they did not make him aware of the potential corridor.
- We confirmed with \_\_\_\_\_ that we were meeting with MNR on Monday November 25, 2013 to discuss the deer yard.
- \_\_\_\_\_ indicated that he would continue to oppose the recommended preferred technical solution.

---

**Chris Stilwell, P. Eng.**

Manager, Bracebridge Office  
Water - Community Infrastructure  
T 705.645.5992 ext. 3252012 C 705.641.1629  
[chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

### AECOM

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## Ghioureliotis, Catherine

---

**From:** Stilwell, Chris  
**Sent:** Friday, November 22, 2013 2:56 PM  
**To:**  
**Subject:** RE: Northern By-pass

Hi ,

We agreed to meet with you. We would be happy to meet with you as planned.

This is an open and public process that needs to be transparent and documented so we are not prepared to make the meeting into a larger group discussion. If you feel this is required, another request should be made and we will consider it.

Chris

-----  
Chris Stilwell, P. Eng.  
Manager, Bracebridge Office  
Water - Community Infrastructure  
T 705.645.5992 ext. 3252012 C 705.641.1629  
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-----Original Message-----

From:  
Sent: Friday, November 22, 2013 2:11 PM  
To: Stilwell, Chris  
Subject: Re: Northern By-pass

Hi Chris,

Not confirmed but neighbor might join us at 3:30.

See you soon.  
Sent wirelessly from my BlackBerry device on the Bell network.  
Envoyé sans fil par mon terminal mobile BlackBerry sur le réseau de Bell.

-----Original Message-----

From: Stilwell Chris <Chris.Stilwell@aecom.com>  
Date: Wed, 20 Nov 2013 14:36:57

To: <sharehome@sympatico.ca>  
Subject: RE: Northern By-pass

Yes, sorry, already thinking about a few weeks off!!

-----  
Chris Stilwell, P. Eng.  
Manager, Bracebridge Office  
Water - Community Infrastructure  
T 705.645.5992 ext. 3252012 C 705.641.1629  
chris.stilwell@aecom.com

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-----Original Message-----

From:  
Sent: Wednesday, November 20, 2013 9:34 AM  
To: Stilwell, Chris  
Subject: Re: Northern By-pass

Hi Chris,

Just noticed on your email that had "Friday December 22 at 3:30". I am assuming you meant to write "November".

Thanks!

Sent wirelessly from my BlackBerry device on the Bell network.  
Envoyé sans fil par mon terminal mobile BlackBerry sur le réseau de Bell.

-----Original Message-----

From: Stilwell Chris <Chris.Stilwell@aecom.com>  
Date: Wed, 20 Nov 2013 14:19:21  
To:  
Subject: RE: Northern By-pass

,

Craig Douglas from DMM will also attend.

Chris

-----  
Chris Stilwell, P. Eng.  
Manager, Bracebridge Office  
Water - Community Infrastructure  
T 705.645.5992 ext. 3252012 C 705.641.1629  
chris.stilwell@aecom.com

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-----Original Message-----

From:  
Sent: Wednesday, November 20, 2013 9:10 AM  
To: Stilwell, Chris  
Subject: Re: Northern By-pass

Great. See you then. Thanks.  
Sent wirelessly from my BlackBerry device on the Bell network.  
Envoyé sans fil par mon terminal mobile BlackBerry sur le réseau de Bell.

-----Original Message-----

From: Stilwell Chris <[Chris.Stilwell@aecom.com](mailto:Chris.Stilwell@aecom.com)>  
Date: Wed, 20 Nov 2013 14:08:39  
To:  
Subject: RE: Northern By-pass

Hi |,

Yes, I am available this Friday December 22 at 3:30 at my office.

Chris

-----  
Chris Stilwell, P. Eng.  
Manager, Bracebridge Office  
Water - Community Infrastructure  
T 705.645.5992 ext. 3252012 C 705.641.1629  
chris.stilwell@aecom.com

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Please consider the environment before printing this page.

-----Original Message-----

From:

Sent: Tuesday, November 19, 2013 8:10 PM

To: Stilwell, Chris

Subject: Northern By-pass

Hello Chris,

Thanks for your letter responding to our questions. I am away this week but back Friday.

Any chance I can drop in to meet with you on friday at 3:30?

Look forward to hearing from you,

Sent wirelessly from my BlackBerry device on the Bell network.

Envoyé sans fil par mon terminal mobile BlackBerry sur le réseau de Bell.

## Minutes of Meeting

Date of Meeting	December 13, 2013	Start Time	3:30 pm	Project Number	60241537
Project Name	Bracebridge North Transportation Corridor Class EA				
Location	District of Muskoka Office, Birch Room, 70 Pine St. Bracebridge				
Regarding	Property Impacts				
Attendees	Tony White, DMM Chris Stilwell, AECOM				
Distribution	ESR, Tony White				

**PLEASE NOTE:** If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

With respect to Item 1 of December 12, 2013 letter regarding lack of stakeholder engagement or consultation, advised:

- The first Public Open house was a general meeting without details of the proposed routes.
- October 17, 2013 was the date of the second Public Open House.
- The Town of Bracebridge Official Plan still shows the North Corridor on the 7 / 8 Concession Line.

Tony White commented:

- The route shown in the Official Plan is conceptual and is based on the findings of the Town of Bracebridge Transportation Study completed in the early 1990s.
- Using historical traffic data and appropriate projections for growth in traffic volumes, the study identified future needs for alternative routes around the Bracebridge urban centre in the north and the south.
- The study report noted that a Class Environmental Assessment (EA) needed to be completed to confirm the routes.
- The South Corridor Class EA study was completed over 5 years ago, and the North Corridor Class EA study is now being undertaken.
- The alignment shown in the Official Plan is not workable at the crossing of Manitoba St. due to the close proximity of the railroad.

asked why the "bypass" is through the Town (i.e. why not further away from the Town).

Tony White advised that:

- The word “bypass” is not appropriate. The North Corridor is an alternative route to get around and through the urban centre.
- It is better to undertake long-term planning for the future, not just immediately in advance of the need.
- Traditional roads planning on lot and concession lines is often not possible in Muskoka due to natural barriers.

asked why the North Corridor study is being completed now.

Tony White advised that:

- It takes a long-time to plan new roads.
- The older studies took a long time to complete. The South Corridor EA took 4 years to complete.
- The North Corridor Class EA study has been in the District capital budget for years (in the 10-year capital plan).
- The current Class EA study was commenced now due to the Highway 11 interchange proposal by MTO.

asked if the capital budget included the study or the road.

Tony White confirmed that the capital plan contains the study only. Funding for the actual road may be private or public or a combination of both (like the South Corridor).

asked why they were not consulted on the proposed preferred route.

Tony White advised that the Municipal Class Environmental Assessment process is being followed including Notice of Commencement, 2 Public Meetings / Open Houses, possibly a 3<sup>rd</sup> Open House, and the eventual publication of the Environmental Study Report (ESR). The ESR is put on public record for a 30-day review period. A “Bump-Up” request from a Class EA to an Individual EA may be made to the Minister of the Environment and an Order to comply with Part 2 of the EA Act could be issued. The MEA Class EA process including Schedule A, B and C projects was explained and Tony White confirmed that the MEA Class EA Schedule C process is appropriate based on the successful completion of the South Corridor EA using the same process.

Chris Stilwell outlined the steps that were taken (and documented) to follow the Class EA process. Chris indicated that the process was working since public comments were obtained and the meeting was taking place.

noted that he was still dissatisfied with the lack of direct notice.

noted that the lack of direct notice was not good customer service.

advised that he was not pleased with the deadlines that had been issued for comments following the 2<sup>nd</sup> Public Open House and for the ESR (ie. December 31, 2013). expressed concern about the lack of opportunity to comment.



Tony White advised that target dates for the receipt of comments are required to ensure that the Class EA process makes reasonable progress. Tony confirmed that:

- All stakeholders are free to comment at any time during the Class EA process. This includes, but is not limited to, the period during which the ESR is formally placed in the public record for 30 days for review.
- As the Class EA process unfolds and heads towards the production of the ESR, stakeholders are asked to make their concerns known by certain dates so that the work of assessing alternative solutions can proceed within a reasonable time frame, while taking account of as many of these concerns as possible. However, this does not prevent a stakeholder from commenting before, during or even after the publication of the ESR. The team responsible for the conduct of the Class EA process will ensure that all concerns are addressed, but that does not necessarily mean that all stakeholders will agree with the conclusions reached.

Tony White advised that the District's Engineering and Public Works Committee and/or Council will approve the ESR before publication.

asked what happened between the time the MTO TESR (Transportation Environmental Study Report) was published and now.

Tony White discussed the outcomes of the 1992 traffic study and that the preferred route and interchange with Highway 11 in that study was too close to an existing Highway 11 interchange to meet current MTO separation requirements. Tony advised that the District and Town objected to the preferred interchange alternative in the MTO TESR and the objection was denied by the Minister of the Environment. As part of the MTO discussions with the District, it was noted that the North Corridor alignment in the Town Official Plan was conceptual and a Class EA process needed to be completed to verify the results.

A general discussion about the alternative routes for the North Corridor was completed.

The deer yard limit and AECOM study were discussed. It was noted by that if the deer yard study was completed by AECOM on the properties owned by , then it was done without their permission. Tony White acknowledged that if permission was not obtained it was an oversight, but any such oversight would not change the outcome of the deer yard study or the selection of the preferred route.

AECOM is to provide a copy of their deer yard study to .

advised that in a recent meeting the MNR stated that land severance is prohibited within 120 metres of the deer yard limit. This would impose a buffer where lots could not be developed if the road was within 120 metres of the deer yard limit. MNR is to confirm this since Tony White and Chris Stilwell were not aware of this constraint.

voiced concern about possible de-valuation of their properties. They and requested that the District consider including the alignment from the Town's Official Plan in the North Corridor Class EA. Tony White requested that this request be included in a letter and submitted to the District. agreed to do this.

## Agency Consultation

## Minutes of Meeting

Date of Meeting	April 17, 2012	Start Time	1:00	Project Number	60241537
Project Name	Bracebridge North Transportation Corridor EA Study				
Location	MTO North Bay, Library meeting room				
Regarding	Agency Meeting				
Attendees	Craig Douglas (District Municipality of Muskoka-DMM), Kevin Austin (DMM), Roch Pillon (MTO), Dheera Kantiya (MTO), Chris Stilwell (AECOM), Valerie McGirr (AECOM)				
Distribution	attendees				
Minutes Prepared By	V. McGirr				

**PLEASE NOTE:** If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

	Action
<b>Introduction</b>	
<ul style="list-style-type: none"><li>The purpose of the meeting is to involve MTO at an early stage of the Bracebridge North Transportation Corridor (BNTC) Class EA Study.</li></ul>	
<ul style="list-style-type: none"><li>RP noted that he is the Area Engineer and DK is the Project Engineer for Highway 11. DK will be the contact for this study.</li></ul>	
<ul style="list-style-type: none"><li>This study by DMM has an 18 month schedule with the first Public Open House in late summer 2012 and the second in the spring of 2013. Consultation also includes a web site. A notice of study commencement has been published in the newspaper.</li></ul>	
<ul style="list-style-type: none"><li>DMM and AECOM held a meeting with the MNR and Town of Bracebridge last week and received input.</li></ul>	
<b>Project Background</b>	
<ul style="list-style-type: none"><li>CS provided a review of previous transportation studies. DMM acknowledge that construction of the BNTC is some years away; however, this current study is needed to establish the preferred alignment in light of the MTO's TESR for Highway 11.</li></ul>	
<ul style="list-style-type: none"><li>RP noted the need to protect a corridor for the BNTC. He confirmed that the MTO want to be involved early in the DMM study. They realize that DMM did not support the current recommended plan and they understand and appreciate DMM's position. The BNTC was not far enough advanced to be included in the MTO TESR. The consultation required for this project is outside of MTO's mandate. While the TESR has cleared, MTO are ready to make changes if needed to provide a network that suits the needs of DMM and MTO.</li></ul>	
<ul style="list-style-type: none"><li>RP noted that the MTO improvements to Highway 11 are also long term. The purpose is to remove at-grade entrances.</li></ul>	
<ul style="list-style-type: none"><li>MTO does not want to decide on the connection point of BNTC to Highway 11. Their key factor will be interchange spacing. This has evolved with developments of safety</li></ul>	



in highway design.	
<b>Data Collection and Field Investigations</b>	
<ul style="list-style-type: none"> <li>• VM described the traffic data collection that took place in March 2012. These turning movement counts supplemented the many years of AADT data that the DMM had available for spring-summer-fall periods.</li> </ul>	
<ul style="list-style-type: none"> <li>• Secondary source environmental data has been obtained from the MNR. There are a significant number of SAR in the study area. MNR GIS data has also been provided and some is displayed on the maps being presented for information at this meeting. Of particular interest, a deer yard extends most of the way between High Falls Road and Falkenburg Road in the middle of the area between Manitoba Street and Highway 11. The need to minimize fragmentation of the deer yard will be considered during the development of alternative alignments and in the evaluation.</li> </ul>	
<ul style="list-style-type: none"> <li>• The level of detail of field work will be commensurate with the long range nature of the study. Field work will focus on areas of concern identified in consultation with MNR.</li> </ul>	AECOM
<b>Existing Conditions</b>	
<ul style="list-style-type: none"> <li>• Analysis of existing and future conditions is being done in a consistent manner to previous studies by DMM and MTO.</li> </ul>	
<ul style="list-style-type: none"> <li>• Traffic growth has been in the order of 2% per year (ranging for individual locations from no growth up to 5%). High Falls Road, in particular, experienced considerable traffic growth following improvements. The traffic increase has been from 500-600 vehicles per day in 2008 to 1500 vehicles per day in 2011. This indicates the latent demand for the BNTC to access Highway 11. KA noted that growth was expected but the extent of this growth was not anticipated. CD noted that people assumed that High Falls Road was the "BNTC" when improvements were made but the improvements do not meet arterial road standards. A forecast of future traffic will be done.</li> </ul>	AECOM
<ul style="list-style-type: none"> <li>• The review of the collision history revealed that single vehicle collisions were predominant in rural areas while rear end collisions were predominant in more urban locations. There was an over-representation of collisions in darkness and on wet/slippery roads. This may indicate that drivers are travelling too fast for conditions, including the road alignment and roadside environment.</li> </ul>	
<ul style="list-style-type: none"> <li>• VM described current development plans in Bracebridge that could influence traffic on the BNTC. In particular, 3 developments are expected to rely on portions of the corridor; Clearbrook east of Manitoba in the north end of town, Muskoka Highlands to the west side of town close to South Monck Road and parts of Inveraray Glen Phase III to the west side of town south of Muskoka Road 118. These developments will add more than 850 homes at build-out.</li> </ul>	
<b>Phase 1 and Phase 2</b>	
<b>Project Need and Opportunity</b>	
<ul style="list-style-type: none"> <li>• The problems identified as part of this EA are that there is limited downtown capacity and that there is limited connectivity across the Muskoka River.</li> </ul>	
<ul style="list-style-type: none"> <li>• The opportunities associated with this EA are: <ul style="list-style-type: none"> <li>• enhance the connections to Highway 11 to better serve the Town of Bracebridge population and future growth because of MTO's elimination of at-grade intersections along Highway 11.</li> <li>• improve safety by building an arterial road to current standards</li> <li>• provide an alternative route for new developments and connections to new developments</li> </ul> </li> </ul>	

<b>Alternative Solutions</b>	
<ul style="list-style-type: none"> <li>The alternative solutions to solve the problems and incorporate the opportunities to be considered in the EA are: <ul style="list-style-type: none"> <li>Do nothing</li> <li>Improve existing routes through realignment, intersection improvements, removing parking, widening</li> <li>New corridor</li> </ul> </li> </ul>	
<b>Study Area</b>	
<ul style="list-style-type: none"> <li>The Study Area includes many constraints as noted (deer yard, watercourses, topography). The Study area for the location of the BNTC may be adjusted if required during the progress of the study.</li> </ul>	AECOM
<b>Alternatives</b>	
<ul style="list-style-type: none"> <li>RP asked about the DMM interest in improvements to Cedar Lane and a new connection to Manitoba Street across the river. KA noted that this had been considered in previous studies but the cost was unaffordable due to the width of the Muskoka River and the height of the cliffs through this "canyon" stretch of the river.</li> </ul>	
<ul style="list-style-type: none"> <li>The interchange locations on Highway 11 appear to be limited. One location to be considered will be as close as acceptable to Cedar Lane interchange. Another location will be at the top of the hill where the terrain is flatter. Regardless of the location selected, there will be significant topography to navigate between Highway 11 and Manitoba Street and from there to Highway 118.</li> </ul>	AECOM
<b>Design Criteria</b>	
<ul style="list-style-type: none"> <li>The BNTC will have an 80 km/h design speed although compromises for vertical alignment may need to be made. It will be a two-lane facility.</li> </ul>	AECOM
<ul style="list-style-type: none"> <li>Because of the cost of highway improvements, the MTO will not compromise on design standards. They would prefer "desirable" rather than "minimum".</li> </ul>	AECOM
<ul style="list-style-type: none"> <li>For Highway 11, the interchange spacing is based on human factors study and has been established as 1711 m from bullnose to bullnose where one lane change is required (corresponding to a distance of about 850 m from the end of the entrance taper to the start of the exit taper). For a standard interchange configuration, this translates to about 3 km centreline to centreline.</li> </ul>	
<ul style="list-style-type: none"> <li>The interchange type is important. A diamond interchange is acceptable but an "AB" design, such as at Cedar Lane is not.</li> </ul>	
<ul style="list-style-type: none"> <li>B-loops are not preferred. If used, a 90m radius is required.</li> </ul>	
<ul style="list-style-type: none"> <li>RP noted that the MTO have often spanned pipelines where they are impacted by construction. This approach should be considered for the BNTC.</li> </ul>	
<ul style="list-style-type: none"> <li>CD noted that High Falls Road was designed as an active transportation route and the BNTC, with its 2.0m shoulder, would not preclude a paved shoulder which would be consistent with Muskoka's AT policy for a high-volume facility.</li> </ul>	
<b>Other business</b>	
<ul style="list-style-type: none"> <li>Access will be allowed along the BNTC, subject to Official Plan Policy, which requires a spacing of 150 m (500 feet).</li> </ul>	
<b>Next Meeting</b>	
<ul style="list-style-type: none"> <li>DMM and AECOM will contact DK for input on alternatives as needed. In general, alternatives shown to the public must meet the established design criteria.</li> </ul>	AECOM
<ul style="list-style-type: none"> <li>A meeting may be held in advance of the first Open House. A meeting will be held in October 2012 for the assessment and evaluation of alternatives.</li> </ul>	All

## Minutes of Meeting

Date of Meeting	November 19, 2012	Start Time	1:00	Project Number	60241537
Project Name	Bracebridge North Transportation Corridor EA Study				
Location	MTO North Bay, Ontario Meeting Room				
Regarding	Agency Meeting				
Attendees	Kevin Austin (District Municipality of Muskoka-DMM), Roch Pillon (MTO), Marlo Johnson (MTO), Dheera Kantiya (MTO), Terri Rogers (MTO), Chris Stilwell (AECOM), Valerie McGirr (AECOM)				
Distribution	attendees				
Minutes Prepared By	V. McGirr				

**PLEASE NOTE:** If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

	Action
<b>Introduction, Notes of Last Meeting, Consultation Summary</b>	
<ul style="list-style-type: none"> <li>The purpose of the meeting is to review interchange alternatives with MTO for the Bracebridge North Transportation Corridor (BNTC) prior to refinement and evaluation.</li> </ul>	
<ul style="list-style-type: none"> <li>MJ is the Head of the Environmental Section and TR is the Environmental Planner for MTO projects in this area. [as noted at the first meeting RP is the Area Engineer and DK is the Project Engineer for Highway 11, KA is Director of Transportation and Engineering Services at DMM, CS is the AECOM Project Manager and VM is the Project Engineer and EA Lead.]</li> </ul>	
<ul style="list-style-type: none"> <li>VM noted that action items from the previous meeting involved work on the project need and alternative solutions, which were the subject of the first round of consultation, and also MTO requirements for an interchange on Highway 11, which were incorporated into the work to be presented today.</li> </ul>	
<ul style="list-style-type: none"> <li>CS summarized the consultation event in August. It was well attended with 67 on the sign-in sheet. Many people were interested in the alternative designs (routes) and were disappointed that the Municipal Class EA process requires consultation on alternative solutions and project need before the alternative designs are prepared. Some people in attendance were not convinced of the need even in the long-term.</li> </ul>	
<b>Interchange Location Criteria</b>	
<ul style="list-style-type: none"> <li>VM noted that AECOM has followed the MTO interchange design criteria in the work to be presented today. In particular the bullnose to bullnose spacings between Cedar Lane/ MR 117 interchange and the interchange alternatives were designed to meet or exceed the requirements in the safety reference.</li> </ul>	
<ul style="list-style-type: none"> <li>The spacing of the middle interchange is the minimum (1711m) from the Cedar Lane/ MR 117 interchange.</li> <li>The spacing of the north interchange is significantly greater than the minimum</li> </ul>	



distance required.	
<ul style="list-style-type: none"> <li>The southern partial interchange follows the requirements set out in the reference document for successive exit ramps or successive entrance ramps.</li> </ul>	
<ul style="list-style-type: none"> <li>The deer yard, which covers much of the area between High Falls Road and Falkenburg/ Naismith Road, was a constraint. Fragmentation is to be avoided.</li> </ul>	
<ul style="list-style-type: none"> <li>RP noted the Red Oak stands identified by MNR for the MTO TESR. These were identified as potentially regionally significant. AECOM will confirm the requirements.</li> </ul>	AECOM
<ul style="list-style-type: none"> <li>The Bracebridge Resource Management Centre (BRMC), owned and managed by the Town of Bracebridge is another constraint. The middle and north interchange locations have impacts on trails within the BRMC.</li> </ul>	
<ul style="list-style-type: none"> <li>CS noted that the topography was somewhat better north of the deer yard. There is a rocky knoll (and cemetery) in the vicinity of Manitoba Street along the north route. The topography to the west of the middle and south interchanges is difficult with incised valleys and considerable slopes. The profile of some route alternatives is up to 8%.</li> </ul>	
<b>Development of Interchange Designs</b>	
<ul style="list-style-type: none"> <li>RP stressed the importance of having adequate sight distance between the roundabouts. VM noted that the profiles were generally flat over the Highway; however, this will be checked and confirmed to MTO.</li> </ul>	AECOM
<ul style="list-style-type: none"> <li>RP emphasized the importance of having adequate storage for the roundabouts. Storage will also be checked and confirmed. CS noted that we have estimated 5500 SADT for the BNTC (as presented at the Open House in August.) RP advised that the MTO had examined a "low, medium and high" traffic volume in their TESR and the AECOM SADT estimate is on the high side. The MTO work had indicated that increased traffic volumes would warrant re-assessment of the interchange options.</li> </ul>	AECOM
<ul style="list-style-type: none"> <li>RP requested that the Recommended Plan from the MTO TESR be carried forward as an alternative. This is the intent.</li> </ul>	AECOM
<ul style="list-style-type: none"> <li>Following discussions it was concluded that the MTO Recommended Plan would be the "Do Nothing" alternative. Another alternative would be the MTO Recommended Plan with a connection between the High Falls Road flyover and the BNTC. The south, middle and north interchange alternatives would comprise the remaining alternatives to be assessed and evaluated.</li> </ul>	AECOM
<ul style="list-style-type: none"> <li>One advantage of the Middle and North interchanges (with full movements) is that the new bridge over the Muskoka River can be eliminated by having the east service road connect Holiday Park Drive to the BNTC and Highway 11. A west service road can be included to facilitate access to the MNR office on High Falls Road.</li> </ul>	
<ul style="list-style-type: none"> <li>KA and CS will discuss the interchange design alternatives and routes with the Town and obtain comments on the impacts and mitigation strategies of the middle and north interchange on the BMRC.</li> </ul>	AECOM/ DMM
<b>Screening and Evaluation Criteria</b>	
<ul style="list-style-type: none"> <li>TR suggested noting that the recreational trails in BMRC are used for skiing in addition to hiking, biking, etc.</li> </ul>	AECOM
<ul style="list-style-type: none"> <li>The intention for the evaluation is to identify mutually exclusive sections of the routes to evaluate first. The result of this exercise will be a "preferred north route", a "preferred middle route" and a "preferred south route". These preferred routes will be evaluated along with the "MTO Recommended Plan without a BNTC" and the "MTO Recommended Plan plus connection to the BNTC".</li> </ul>	
<ul style="list-style-type: none"> <li>There is a section of South Monck Road with no alternatives.</li> </ul>	
<ul style="list-style-type: none"> <li>VM will send MTO information on the evaluation criteria, evaluation methodology,</li> </ul>	AECOM

weighting, and sensitivity testing in advance of the evaluation exercise.	
<ul style="list-style-type: none"><li>• VM noted that the evaluation criteria were developed to be consistent with the Bracebridge West Transportation Corridor; modified as appropriate to suit current conditions and potential impacts.</li></ul>	AECOM
<ul style="list-style-type: none"><li>• AECOM/DMM will send to MTO the evaluation results prior to Open House # 2 for comments.</li></ul>	AECOM
<b>Other business</b>	
<ul style="list-style-type: none"><li>• TR and MJ noted that habitat will be protected in June 2013 and this should be a consideration in the evaluation of impacts.</li></ul>	AECOM
<b>Next Meeting</b>	
<ul style="list-style-type: none"><li>• Follow-up may be done via teleconference or webex. Timing to be determined.</li></ul>	

## Minutes of Meeting

Date of Meeting	September 25, 2013	Start Time	15:00	Project Number	60241537
Project Name	Bracebridge North Transportation Corridor EA Study				
Location	MTO North Bay, Ontario meeting room				
Regarding	Agency Meeting				
Attendees	Craig Douglas (District Municipality of Muskoka-DMM), Ray Hong (MTO), Roch Pillon (MTO), Marlo Johnson (MTO), Dheera Kantiya (MTO), Terri Rogers (MTO), Chris Stilwell (AECOM), Valerie McGirr (AECOM)				
Distribution	attendees				
Minutes Prepared By	V. McGirr				

**PLEASE NOTE:** If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

	Action
<b>Introduction, Notes of Last Meeting, Consultation Summary</b>	
<ul style="list-style-type: none"> <li>The purpose of the meeting is to review the assessment and evaluation of route alternatives with MTO for the Bracebridge North Transportation Corridor (BNTC) prior to public consultation.</li> <li>RH is now the Head of Planning and Design at MTO North Bay.</li> </ul>	
<b>Evaluation Methodology</b>	
<ul style="list-style-type: none"> <li>VM thanked MTO for written comments received August 22, 2013. She then distributed copies of the ranking and weighting evaluation methodology that was recently sent in response to some comments. In the package, the Do Nothing alternative for the overall route has been included in the evaluation table.</li> <li>MJ suggested that the weighting be established for all alternatives. Then, where there is no difference between the alternatives, the same rank and score would be assigned. The overall result would remain the same. MTO's experience in this area is that the public appreciate this consistency in approach. VM noted that she had used a process that considered the variations between the existing conditions for the alternatives under consideration; however, using a consistent set of weights is feasible. The evaluation will be updated.</li> <li>MJ also suggested that the unweighted version not be used as it does not reflect the values and significance of the criteria.</li> </ul>	VM
<b>Evaluation Criteria</b>	
<ul style="list-style-type: none"> <li>TR suggested that property acquisition cost be deleted as a sub-factor as property is considered under the social environment and is more appropriate there. Property cost is difficult to estimate at the EA stage. VM will delete this sub-factor.</li> <li>The Engineering factor area is what the MTO would call "constructability". VM noted that the Factor areas and sub-factors were derived from previous municipal studies in</li> </ul>	VM



the Bracebridge area for consistency. Regardless, the Factor area will be re-named "Engineering/Constructability" for greater clarity for all.	VM
• TR suggested adding "Future" to the start of "Transportation network connectivity and compatibility" for clarity.	VM
• MTO questioned overlap of "Compatibility with existing/future land uses/ plans" and "Future development potential". VM will review the wording to identify the difference between these sub-factors.	VM
<b>Alternatives Assessment</b>	
• As agreed at the last meeting, the Do Nothing alternative includes the Recommended Plan from the MTO TESR for Highway 11 (as it has standing) and no BNTC. A second alternative includes the Recommended Plan from the MTO TESR for Highway 11 with a connection to the proposed BNTC.	
• MTO questioned the rating of "5" for the do nothing and MTO alternatives for watercourses/aquatic habitat. They noted that the bridge over the proposed new Muskoka River is out of the water and any potential impacts have been mitigated. However, the impact on residents along the river is the issue and therefore, the do nothing and MTO alternatives should have a less preferred rating for noise and visual aesthetics to reflect residents concerns. These will be changed.	VM
• TR/RP asked that the B-loop be described as "not preferred" rather than "non-standard" as the design is acceptable and found in many locations.	VM
• TR asked that empty cells include "NA" for completeness.	VM
• With the tables, MJ suggested that maps of the alternative routes be provided as reference.	VM
• There was a question about traffic operations at the Cedar Lane ramp terminal intersection. VM noted that with a 4-lane approach and increased traffic, the level of service would be reduced. This is not to imply that operations would be unacceptable.	
• VM noted that the design of the roundabouts and interchange would be refined in preliminary/detailed design with updated traffic and land use projections available at that time. Storage, sight distance and level of service are good.	
• DK noted that the profile of a potential grade separation is not shown on the S3 route plan. This will be updated.	VM
• VM pointed out that the roundabout design includes curvilinear ramp alignments on the approaches for speed management to facilitate the transition from high speed ramps to the roundabout. The roundabout and approaches also avoid the red oak regeneration research stands. If this research project has concluded when detail design begins, the design can be updated.	
• DK will send the plan to Traffic Section for comment.	
<b>Other business</b>	
• MTO agreed that this study should proceed to consultation and completion.	DMM
• When the ESR is prepared, MTO will review the document. MTO will provide correspondence to DMM regarding their position on the BNTC; in particular, future recognition of the DMM Recommended Plan at Highway 11.	MTO
• MTO and DMM recognize the long-term nature of their projects.	

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Engineering Office  
Northeastern Region  
301-447 McKeown Avenue  
North Bay ON P1B 9S9  
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Ministère des Transports  
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November 5, 2013

Mr. Craig Douglas, P Eng.  
District Municipality of Muskoka  
Manager of Design Services  
70 Pine Street  
Bracebridge, ON P1L 1N3

Dear Mr. Douglas:

**Re: Bracebridge North Transportation Corridor Environmental Assessment**

Thank you for taking the time to meet with my staff on September 25, 2013 to discuss the District's evaluation of alternatives prepared for the Bracebridge North Transportation Corridor Municipal Class Environmental Assessment.

As you are aware, the Ministry of Transportation (the ministry) completed an access review study in 2010 along Highway 11, from Muskoka Road 117 northerly 6.3 km including High Falls Road/ Holiday Park Drive and Alpine Ranch Road. **This study did not identify the need for an additional interchange within the study limits,** and determined that the existing Muskoka Road 117/ Cedar Lane interchange provided sufficient access to meet provincial traffic requirements.

The District, through their study, has identified the need for a new interchange with Highway 11, to be constructed north of the existing Muskoka Road 117/ Cedar Lane interchange. **While the ministry did not identify a need for this interchange,** the District has determined a need for additional local access at Highway 11 based on their proposed route.

At the September 25, 2013 meeting, it was requested that the ministry initiate a new assignment to reopen the 2010 Highway 11 Access Review Study and change the preferred plan to include the interchange shown in the District's Study. The ministry has reviewed the draft information provided by the District regarding the proposed Bracebridge North Transportation Corridor, and while we do not have any concerns at this time that would prevent the future development of this proposed road network, it is not the ministry's intent to change the 2010 Highway 11 Access Review Study.

.../2

Given the long-term nature of both the District of Muskoka and the ministry's Highway 11 Access Plan, it is the ministry's position that the needs identified in both studies will need to be reviewed once the projects are closer to implementation. As is a requirement under the Class Environmental Assessment for Provincial Transportation Facilities (2000), a review of a study is required if the project has not started construction within five years, in order to ensure that the recommended plan still addresses the identified need or opportunity. The ministry will consult the District prior to implementing our 2010 Plan, should we initiate detail design before the District implements their Plan.

The ministry will continue to work with the District and participate in this, and future studies, to ensure both provincial and local needs are met.

Sincerely,

A handwritten signature in black ink, appearing to read 'Greg Godin', followed by a long horizontal flourish.

Greg Godin, P. Eng.  
Manager of Engineering  
Northeastern Region

cc.

Michael Nadeau, Head P&D NER  
Marlo Johnson, Head Environmental NER  
Ray Hong, Area Manager Highway Engineering NER  
Chris Stilwell, P. Eng. – AECOM



## Minutes of Meeting

Date of Meeting	April 10, 2012	Start Time	1:00	Project Number	60241537
Project Name	Bracebridge North Transportation Corridor EA Study				
Location	The District Municipality of Muskoka 70 Pine Street, Bracebridge Birch room				
Regarding	Agency Meeting				
Attendees	Craig Douglas (District Municipality of Muskoka), Chris Stilwell (AECOM), Vanessa Skelton (AECOM), Gary Epp (AECOM), Andrew Stacey (Town of Bracebridge), Ron Walton (Town of Bracebridge), Kim Benner (MNR), Ariel Zwicker (MNR), Nicole Tuyten (MNR)				
Distribution	attendees				
Minutes Prepared By	V. Skelton				

**PLEASE NOTE:** If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

	Action
<b>Introduction</b>	
<ul style="list-style-type: none"><li>The purpose of the meeting is to invite the stakeholders to be involved and to get input from the stakeholders. There will another meeting next week in North Bay with MTO.</li></ul>	
<b>Project Background</b>	
<ul style="list-style-type: none"><li>A review of previous transportation studies was provided. These studies concerned the north and west transportation corridors and access modifications on Highway 11.</li></ul>	
<ul style="list-style-type: none"><li>The purpose of this study was explained. The TESR completed by MTO provided a location for connection to High Falls Road. The District of Muskoka preferred another configuration for the connection that would serve the future north transportation corridor outlined in the Town of Bracebridge Official Plan. MTO requires a separate EA completed by the District to determine a more precise location for the north transportation corridor before reviewing the recommended plan in the TESR.</li></ul>	
<ul style="list-style-type: none"><li>The Town of Bracebridge indicated that the development of transportation corridors around the urban area were an important objective for the Town. The purpose of the 1994 study was to indicate the logical route for these corridors in order to protect the land. MTO was a participant in the 1994 study. The preference from the Town's perspective is to locate the north transportation corridor and the connection to Highway 11 north of High Falls Road.</li></ul>	

<ul style="list-style-type: none"> <li>Using High Falls Road as part of the north transportation corridor was not a preferred option because the road is not constructed as an arterial corridor.</li> </ul>	
<ul style="list-style-type: none"> <li>The EA study will consider access to Holiday Park Drive, MNR office and Bracebridge Resource Centre. Service roads may be required to provide access.</li> </ul>	
<ul style="list-style-type: none"> <li>The timeline for the MTO Highway 11 construction was understood to be 20-30 years. This is also the approximate timeline for the north transportation corridor.</li> </ul>	
<b>Need and Opportunity</b>	
<ul style="list-style-type: none"> <li>One of the first steps in the EA process is to establish the problems and opportunities.</li> </ul>	
<ul style="list-style-type: none"> <li>The opportunities associated with this EA are: <ul style="list-style-type: none"> <li>That the MTO is eliminating at grade intersections along Highway 11 while maintaining existing connections through service roads. Therefore there is an opportunity to enhance the connections to Highway 11 to better serve the Town of Bracebridge population and future growth.</li> <li>There is an opportunity to provide road alignments that can improve safety</li> <li>There is an opportunity to provide an alternate route for new developments and connections to new developments</li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li>The problems associated with this EA are that there is limited downtown capacity and that there is limited connectivity across the Muskoka River.</li> </ul>	
<ul style="list-style-type: none"> <li>The increase in traffic on High Falls Road from 500-600 vehicles per day in 2008 to 1500 vehicles per day in 2011 shows that there is a tendency for people to use a northern route to access Highway 11.</li> </ul>	
<b>Alternative Solutions</b>	
<ul style="list-style-type: none"> <li>The alternative solutions to be considered in the EA are: <ul style="list-style-type: none"> <li>Do nothing</li> <li>Improve existing routes through realignment, intersection improvements, removing parking, widening</li> <li>New corridor</li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li>In the evaluation, land use will be an evaluation factor.</li> </ul>	
<b>Data Collection</b>	
<ul style="list-style-type: none"> <li>Traffic data was collected at three intersections in March. Turning movement counts were completed by both the District and AECOM and were compared to hourly directional counts that were collected at the same time. AADT counts from 1990 to 2011 were provided by the District for the roads in the study area. Collision data was also provided by the District.</li> <li>Traffic data was available for spring, summer and fall.</li> </ul>	
<ul style="list-style-type: none"> <li>A team of ecologists and biologists from AECOM will undertake the data collection for the natural environment. It is necessary to match the level of effort and detail to the long term horizon of this project. Sufficient information will be required to provide input for route selection.</li> <li>It is preferable if field investigations focus on areas of concern for MNR.</li> <li>The District should have basic information that is available from MNR. Some of this information was used in the MTO study.</li> <li>Research plots are located within Crown Lands north-west of the MNR office. Data is available for Crown Land.</li> <li>AECOM will prepare a letter that requests information that may be outstanding,</li> </ul>	AECOM

<p>verifies information already obtained and identifies concerns that MNR may have with respect to this project.</p> <ul style="list-style-type: none"> <li>• Data collection will be undertaken within the road allowance and on public property and access will have a bearing on where the natural survey can be completed. The topography and many wetlands will make data collection challenging.</li> <li>• AECOM will endeavour to collect information regarding Species at Risk identified for the area.</li> </ul>	
<b>Existing Conditions</b>	
<ul style="list-style-type: none"> <li>• With the data provided by the District growth rates were calculated and there has been an average annual growth in traffic in the study area of 2%.</li> <li>• Traffic from the summer period was used as the average condition in order to be consistent with previous studies.</li> <li>• If the corridor connection to Highway 11 is too far to the north, it will serve fewer residents of the Town of Bracebridge. Also, proximity to the next interchange to the north is a consideration.</li> <li>• Existing road allowances are sometimes used by residents for access to hunt camps and bush lots.</li> </ul>	
<ul style="list-style-type: none"> <li>• A list of Species at Risk (version 3) is available from MNR. Phung Tran is the contact at MNR. The Georgian Bay Biosphere website has a tool for SAR lists.</li> <li>• A report, "Potentially Suitable Habitat Mapping" is also available and MNR provided input to the report but has not reviewed the report.</li> <li>• Wetland inventories for evaluated wetlands are available from the District. No new wetland evaluations have been conducted for unevaluated wetlands within the study area.</li> <li>• MNR would prefer a reduced footprint for the connection to Highway 11 rather than creating a new corridor. Access to the Resource Management Centre and MNR offices is also important to maintain.</li> <li>• General guidelines provided by MNR were provided. They suggest trying to avoid crown land and fragmentation of crown land and sensitive areas. Also, plan should try to minimize the number of water crossings and the size of the crossings.</li> <li>• Fencing for deer may need to be considered.</li> <li>• MNR requested that they be sent a list of EA requirements (Class C, number of notices, number of public meetings)</li> <li>• With respect to MNR permitting: works on Crown Lands requires a <i>Public Lands Act</i> Permit; on private lands, culverts &gt;20m in length require a permit under the <i>Lakes and River Improvement Act</i>. For any watercrossings that do not require MNR permits, the proponent should go directly to the Department of Fisheries and Oceans (DFO).</li> </ul>	<p>AECOM</p> <p>AECOM</p>
<b>Design Criteria</b>	
<ul style="list-style-type: none"> <li>• An Open House will be held in the summer and agencies will be informed.</li> <li>• At the Alternative Designs stage of the EA, the agencies will have an opportunity to comment.</li> <li>• Design criteria: 80 km/h design speed although compromises for vertical alignment may need to be made. It will be a two-lane facility.</li> </ul>	
<b>Other business</b>	



<ul style="list-style-type: none"> <li>• The Town has trail mapping that can be added to the map. Also, the connection to the Southwest corridor could be added to the map for context.</li> <li>• There has been an emphasis on the promotion of active transportation and a connection to the Resource Centre would be important. Also, little disruption to existing trails would be preferred.</li> <li>• Township of Muskoka Lakes should be contacted to be part of EA study.</li> <li>• Kim Benner will remain contact person at MNR.</li> </ul>	AECOM/District
Next Meeting	
<ul style="list-style-type: none"> <li>• The next meeting will be held in October 2012 for the assessment and evaluation of alternatives.</li> </ul>	

## Minutes of Meeting

Date of Meeting	January 3, 2013	Start Time	9:00 am	Project Number	60241537
Project Name	Bracebridge North Transportation Corridor EA Study				
Location	MNR Office, Bracebridge				
Regarding	BRMC, Red Oak Stands, Deer Yard				
Attendees	Nicole Tuyten, Ariel Zwicker, Kim Benner, Phung Tran (MNR), Kevin Austin (District Municipality of Muskoka), Chris Stilwell (AECOM)				
Distribution	Attendees, C. Douglas, (DMM), J. DeMan, G. Epp, V. McGirr, D. Chartrand (AECOM)				
Minutes Prepared By	C. Stilwell				

**PLEASE NOTE:** If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

		Action
<b>Project Background and Meeting Purpose</b>		
<ul style="list-style-type: none"> <li>CS noted that the purpose of the meeting was to solicit MNR feedback on the impact of the middle and north interchange locations on the Bracebridge Resource Management Centre (BRMC) plus impacts of alternative route on the Red Oak Stands and a southern portion of the deer yard near High Falls Road. The feedback would be used as part of the evaluation criteria for the selection of the preferred alternative route and interchange.</li> </ul>		
<ul style="list-style-type: none"> <li>KA and CS summarized the background of the study.</li> </ul>		
<ul style="list-style-type: none"> <li>Using the overall study area drawing with alternative routes, CS and KA explained the three Highway 11 interchange locations and the various alternative routes that connect to MR118.</li> </ul>		
<b>Interchange Location Criteria</b>		
<ul style="list-style-type: none"> <li>CS noted that AECOM has followed the MTO interchange design criteria in the work presented. In particular the bullnose-to-bullnose spacings between Cedar Lane/ MR 117 interchange and the interchange alternatives were designed to meet or exceed the requirements in the safety reference.</li> </ul>		
<ul style="list-style-type: none"> <li>The spacing of the middle interchange is the minimum (1711m) from the Cedar Lane/ MR 117 interchange.</li> </ul>		
<ul style="list-style-type: none"> <li>The spacing of the north interchange is significantly greater than the minimum distance required but is placed further north to avoid placing the interchange on the curve in Highway 11 while striving to stay as close to Town as possible.</li> </ul>		
<ul style="list-style-type: none"> <li>The southern partial interchange follows the requirements set out in the reference document for successive exit ramps or successive entrance ramps.</li> </ul>		
<b>Alternative Routes</b>		
<ul style="list-style-type: none"> <li>CS noted that generally the topography was somewhat better north of the deer yard but there is a rocky knoll (and cemetery) in the vicinity of Manitoba Street along the</li> </ul>		

north route. The topography to the west of the middle and south interchanges is difficult with incised valleys and considerable slopes.	
<ul style="list-style-type: none"> <li>The southern alignments that cross High Falls Road and traverse in and out of the Muskoka River Valley would be challenging. CS noted that he was attempting to determine if an additional alternative could cut across a small southerly portion of the deer yard.</li> </ul>	
<ul style="list-style-type: none"> <li>It was explained that it was recognized that the deer yard, which covers much of the area between High Falls Road and Falkenburg / Naismith Road, was a constraint and fragmentation has been largely avoided.</li> </ul>	
<b>Request for Information (Values)</b>	
<ul style="list-style-type: none"> <li>Need to make a formal information request to Phung Tran (Values Request) for all alternative routes (or entire study area) if not already done. <ul style="list-style-type: none"> <li>Example of values: Red Shouldered Hawk nests near Muskoka River.</li> </ul> </li> </ul>	AECOM
<ul style="list-style-type: none"> <li>Review files and see what has been done to date. Was a formal request made already? Contact Phung as required (705-646-5557; <a href="mailto:phung.tran@ontario.ca">phung.tran@ontario.ca</a>).</li> </ul>	AECOM
<ul style="list-style-type: none"> <li>Convert alternative route plan to GIS (ArcView / ArcGIS) and send to Phung so she can identify values.</li> </ul>	AECOM
<ul style="list-style-type: none"> <li>Need to advise Phung of what values have been evaluated so far so she doesn't duplicate effort.</li> </ul>	AECOM
<b>Bracebridge Resource Management Centre</b>	
<ul style="list-style-type: none"> <li>MTO has already approved through their TESR that they will be constructing a service road on the east side of Highway 11 that will impact the BRMC to some extent.</li> </ul>	
<ul style="list-style-type: none"> <li>Show general footprint dimensions of north and middle interchange on plan and profile drawings to show extent of impact of interchanges on the BRMC. <ul style="list-style-type: none"> <li>Send all drawings in pdf to Ariel Zwicker, Kim Benner and Nicole Tuyten.</li> </ul> </li> </ul>	AECOM
<ul style="list-style-type: none"> <li>MNR would prefer we did not impact BRMC. Middle interchange is better in this regard.</li> </ul>	
<b>Deer Yard</b>	
<ul style="list-style-type: none"> <li>It is possible to cut across the southern tip of the deer yard but a tracking program needs to be completed to confirm if the deer yard limit is still valid (1997 vintage info) and what mitigation measures need to be proposed, if any.</li> </ul>	AECOM
<ul style="list-style-type: none"> <li>Tracking needs to be done this winter.</li> </ul>	
<b>Red Oak Stands</b>	
<ul style="list-style-type: none"> <li>Consult North Bay MNR Science Group to get more info, if available, on Red Oak Stands (size, age, condition, active project, absolute need to protect, etc.).</li> </ul>	MNR
<ul style="list-style-type: none"> <li>MNR Bracebridge advised that Red Oaks must be protected / avoided but it is not their project (belongs to North Bay office) so needs to be confirmed.</li> </ul>	
<ul style="list-style-type: none"> <li>If MNR North Bay indicates that the Red Oak stands must be protected, but they don't have any more details on size, etc., a field investigation can be completed to assess avoidance, mitigation, etc.</li> </ul>	AECOM
<b>Other</b>	
<ul style="list-style-type: none"> <li>Show Crown Land on large alternative route plan.</li> </ul>	AECOM
<ul style="list-style-type: none"> <li>MNR prefers Crown Land is not segregated but it is not prohibited by policy.</li> </ul>	
<b>Next Meeting</b>	
<ul style="list-style-type: none"> <li>No commitments were discussed for a follow-up meeting.</li> </ul>	



## Communication Record

Date	Friday, January 11, 2013	Time	4pm
Between	Jillian deMan, Terrestrial and Wetland Ecologist	and	Phung Tran, Species at Risk Biologist
	AECOM		Ministry of Natural Resources, Bracebridge
Telephone #	705-645-8753	Project #	60241537
Project Name	Bracebridge Transportation By-Pass		
Subject	Information Request, Deer Yard and Red Oak Stand Details		

**PLEASE NOTE:** If this communication record does not agree with your records of the meeting, or if there are any omissions, please advise. Otherwise it will be assumed that the contents of this record are correct.

### Comments

The following provides the main points of conversation:

#### Data Request

- The data request sent by Gary Epp in March 2012 and the subsequent email, including shapefiles of the alternative routes, from Jillian deMan in January 2013 is sufficient information to complete the data request.
- Don't anticipate too much more than what AECOM already has. For example, there is a known hawk nest within the area.
- This should be complete within the next two weeks.

#### Deer Yard Data

- Phung will be sending AECOM MNR's typical field protocols for identifying deer wintering yards
- MNR in the past has identified yards through a combination of aerial surveys and ground work
- Need deep snow to undertake the ground work.

#### Oak Monitoring Stands

- AECOM has reviewed the report provided to them from MNR entitled, "Day 3: Stop 1, Group Openings ..."
- Kim Benner is determining if MNR has anymore data concerning these areas.

## Communication Record

Date	Tuesday, January 15, 2013	Time	11am and 4pm
Between	Jillian deMan, Terrestrial and Wetland Ecologist	and	Mike White and Kim Benner, Species at Risk Biologist
	AECOM		Ministry of Natural Resources, Bracebridge
Telephone #	705-645-8754	Project #	60241537
Project Name	Bracebridge Transportation By-Pass		
Subject	Red Oak Stand Details		

**PLEASE NOTE:** If this communication record does not agree with your records of the meeting, or if there are any omissions, please advise. Otherwise it will be assumed that the contents of this record are correct.

### Comments

The following provides the main points of conversation:

11am – left message with Kim Benner asking if she found any additional information concerning the oak tree stands

4pm – Kim left a voicemail referring Jillian to Mike White at the Bracebridge office.

4:11pm – Jillian called Mike White. Mike explained that he had put in a project request to site these stands in the spring. Jillian suggested these be completed right away so the information is available for the EA and arranged for a field visit with Mike White for Thursday, January 17, 2013.

4:30pm – Kim Benner called Jillian. She expressed her apprehensiveness towards AECOM citing the oak monitoring stands. She felt that this meant that an alternative had been settled within proximity to these stands. Jillian responded saying that this information was beneficial for the overall evaluation of all alternatives and that it was important for the project team to know exactly where these areas were.

## Communication Record

Date	Thursday, January 17, 2013	Time	10am to 1:30pm
Between	Jillian deMan, Terrestrial and Wetland Ecologist	and	Mike White, Forester, MNR – Bracebridge and Kim Benner, District Planner
	AECOM		Ministry of Natural Resources, Bracebridge
Telephone #	Site visit	Project #	60241537
Project Name	Bracebridge Transportation By-Pass		
Subject	Red Oak Stand Location Fieldwork		

**PLEASE NOTE:** If this communication record does not agree with your records of the meeting, or if there are any omissions, please advise. Otherwise it will be assumed that the contents of this record are correct.

### Comments

The following provides the main points of conversation:

- Located six monitoring stands west of Hwy 11 and three monitoring stands east of Hwy 11
- MNR does not have a lot of data, or it seems, concerning these areas. This is despite observing several colours of flagging tape within each of the plots. Mike will be investigating this further.
- The monitoring stands were geo-referenced using a hand-held GPS by Jillian. They were labeled; Oak 1, Oak 2, Oak 3, Oak 4, Oak 5, Oak 6, Oak burn 1, Oak burn 2 and Oak plant.
- These points were later (January 22, 2013), mapped by Rayna Carmichael.
- The area in which Oak 1 through Oak 6 stands are located is slated for selective harvest within the next 5 years.
- The Oak 1 through Oak 6 stands contain young trees that are on average 15 years in age (as suspected by Mike). They are visible from the trail as they are shorter, more dense and younger than the surrounding forest.
- The Forest Management Plans for this area can be found online. If we are having difficulty finding these, Mike can send them to AECOM directly.
- Metal stakes with blue flagging tape was found within Oak 1 through Oak 6. Mike was not sure what these meant, but they looked new.
- The Oak Burn stands 1 and 2 have been burned at least 3 times. It is not known when the last burn occurred.
- The Oak Plant stand is one that was planted with several oak trees. Now, it seems over-run by beech.



- There is an additional area which contains strips of oaks. This was part of a study which studied the best way to produce the most suckering. It was trimming the oak plants to the bare ground. This project cost MNR at least 1 million, as several hundred oaks that were genetically identical were used for the study. There were six strips approx 66ft wide and 150ft long planted by hand. Mike could not locate this area.
- Phung Tran will be leaving the Bracebridge office next week. Her replacement is Megan Bonafont. Kim Benner assured Jillian that this transition will be seamless.

Additional data for each of the plots are as follows:

**Oak 1** – rep photos taken. Young maples dominate with some oak. It appears this plot has been clipped recently, possibly by the Junior Rangers. GPS co-ordinates taken.

**Oak 2** – rep photos taken. East facing stand. Not a lot of oak re-growth. Dominated by ironwood and maple

**Oak 3** – rep photos taken.

**Oak 4** – rep photos taken. A snow gauge is located within this stand. At time of investigation, snow depth was 8 cm.

**Oak 5** – rep photos taken. Dominant trees include maple and ironwood.

**Oak 6** – rep photos taken.

**Oak burn 1** – Jillian and Mike identified the location of this area. Jillian later in the day identified the extent looking at tree age, flagging tape and areas that appeared to be grubbed along the edge. Rep photos taken.

**Oak burn 2** – Jillian and Mike identified the location of this area. Jillian later in the day identified the extent looking at tree age, flagging tape and areas that appeared to be grubbed along the edge. Rep photos taken.

**Oak Plant** – planted oaks. Rep photos taken. Jillian and Mike identified the location of this area. Jillian later in the day identified the extent looking at tree age and flagging tape/pins.

## Communication Record

Date	Tuesday, January 22, 2013	Time	4pm
Between	Jillian deMan, Terrestrial and Wetland Ecologist	and	Phung Tran, SAR MNR
	AECOM		Ministry of Natural Resources, Bracebridge
Telephone #	705-646-5557	Project #	60241537
Project Name	Bracebridge Transportation By-Pass		
Subject	Data Request Status		

**PLEASE NOTE:** If this communication record does not agree with your records of the meeting, or if there are any omissions, please advise. Otherwise it will be assumed that the contents of this record are correct.

### Comments

The following provides the main points of conversation:

- Phung will be sending the data requested by tomorrow, if not, by the end of the week. This will include several word documents of deer yard fieldwork protocols.
- Friday is Phung's last day in the Bracebridge office. Her replacement is Megan Bonafont.

## Minutes of Meeting

Date of Meeting	March 20, 2013	Start Time	10:00am	Project Number	60241537
Project Name	Bracebridge North Transportation Corridor Study				
Location	Conference call				
Regarding	Results of Deer Yard Survey				
Attendees	Ron Black, MNR; Megan Bonenfant, MNR; Kim Benner, MNR; Chris Stilwell, AECOM; Jillian deMan, AECOM; Tom Shorney, AECOM				
Distribution					
Minutes Prepared By	Jillian deMan, AECOM				

**PLEASE NOTE:** If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

### INTRODUCTION

Meeting commenced at 10am with introductions of call attendees. A week prior to meeting, Jillian deMan distributed a technical memorandum entitled, "Bracebridge North Transportation Corridor EA – Deer Wintering Yard Surveys" dated March 13<sup>th</sup>, 2013. Regrets were James Kamstra (senior ecologist from AECOM on the field team).

### INTENT OF MEETING

Intent of conference call is to discuss the methods for delineating the deer yard line and the results from the deer yard survey completed by AECOM. After this discussion, AECOM will draw the revised line and include in the Class EA.

### SUMMARY OF DEER WINTERING SURVEY TECHNICAL MEMO

AECOM undertook a deer survey, through consultation with Ron Black from MNR, on February 26<sup>th</sup> and 27<sup>th</sup>, 2013. The surveys consisted of four transects which were 1kilometre long, 500 metres on either side of an alternative corridor running north off of High Falls Road. Each transect was spaced 200m apart along the alternative corridor. A total of 30 plots were completed along the four transects. Due to the presence of residential developments, some of the required plots could not be completed and only plots located north of High Falls Road and not on developed lands were completed. The habitat surveyed showed no sign of substantial deer populations and the majority of browse observed within the plots were dominated by snowshoe hare. The snow depth along the four transects was recorded at approximately 70cm.

More detail of the methods and results of the surveys can be found in the technical memorandum mentioned above.



**DISCUSSION**

The following presents the major discussion points of the conference call.

- i) *Factors used to define deer wintering yard limits* – Jillian deMan asked what factors are used to define deer yard limits. MNR's response was generally the percent (%) conifer cover and deer evidence is used.
- ii) *Deer Survey Data Analysis* – Megan Bonenfant spoke with regard to the analysis of the deer survey data. Both Ron Black and Megan had reviewed the technical memorandum prior to the call and noted that the transects had very little potential to be qualified as a deer yard. The species composition and conifer closure did not meet the requirements for deer wintering. In particular very few plots had any cedar or hemlock species or deer evidence. Therefore, deer yard wintering habitat was not present within the data plots conducted by AECOM.
- iii) *Reporting of deer yard wintering line for Class EA* – it was noted that the specific deer wintering line should be determined by someone in the field at a later stage if required. For reporting in the Class EA, the line should be shown as a hazed hatch where the general limits would be north of the plots conducted in February 2013.
- iv) *Other points of discussion* – it was mentioned that two new species of bats had been added to the Species at Risk list for Ontario and that the Class EA should have regard for these species.

## Minutes of Meeting

Date of Meeting	November 25, 2013	Start Time	11:00am	Project Number	60241537
Project Name	<b>Bracebridge North Transportation Corridor Study</b>				
Location	Ministry of Natural Resources, Bracebridge				
Regarding	<b>The Status of the Deer Yard Area within the Project Study Area</b>				
Attendees	Kim Benner, District Planner - MNR Anne Collins, A/Bracebridge Area Supervisor - MNR Dave Priddle, A/Planning and Information Management Supervisor - MNR Leeanne Leduc, A/Landscape Planning Biologist - MNR Steve Scholten, District Fisheries Biologist - MNR Kevin Austin, Director of Transportation & Engineering Services – District of Muskoka Craig Douglas, Manager of Engineering Services – District of Muskoka Chris Stilwell, Project Manager – AECOM Gary Epp, Director of Ecology - AECOM				
Distribution	All attendees; Valerie McGirr; Jillian deMan; Ghiourelotis, Catherine				
Minutes Prepared By	Gary Epp; Chris Stilwell				

**PLEASE NOTE:** If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

	Comments / Action
<b>Purpose of the Meeting:</b> The District of Muskoka has received concerns from residents within the study area regarding the avoidance of the deer yard area in planning route alternatives for the Bracebridge North Corridor Study. The District and AECOM requested this meeting to discuss the issue of the deer yard as a constraint to transportation route alternatives.	C. Stilwell
<b>Background:</b> Chris Stilwell provided background and an overview of the project for MNR staff not previously involved in the project. The Bracebridge North Transportation Corridor Study (BNTC) is a Municipal MEA Class Environmental Assessment (EA) Schedule C project. The project was initiated in response to the Ministry of Transportation's (MTO) environmental assessment that proposed an interchange to Hwy 11 at High Falls Road. MTO agreed to consider an alternate location for the interchange, if the District could justify the alternate location through an EA.	C. Stilwell
The District of Muskoka and AECOM met early in the study process to obtain input from MNR regarding study area constraints. The deer yard was identified by MNR as a high constraint that should not be bisected or encroached into. In	G. Epp

<p>the selection of route alternatives, AECOM has respected and incorporated the deer yard as a high level constraint.</p> <p>In consultation with MNR, AECOM ecologists conducted a study of the southern portion of the deer yard to determine the limits of the deer yard just north of High Falls Road. The study resulted in a modification of the deer yard limits along its southerly limits. A copy of the memorandum outlining the deer yard study is attached to these minutes.</p> <p>The District of Muskoka is hoping to complete and submit the EA report in December.</p>	<p>G. Epp</p> <p>C. Stilwell</p>
<p><b>Landowner Concerns:</b> Following the most recent Public Meeting for the project, the District received comments and correspondence that questioned the validity of the deer yard as a constraint and MNR's jurisdiction in identifying and enforcing it as a significant constraint.</p> <p>A copy of a letter from one of the landowners is attached to these minutes.</p> <p>C. Stilwell noted that the residents will likely be requesting a meeting with MNR to discuss the deer yard issue.</p> <p>C. Douglas noted that if the deer yard were not a constraint, the District would consider an alternative that would bisect the area.</p>	<p>C. Stilwell</p> <p>C. Douglas</p>
<p><b>Confirmation of the Deer Yard Status:</b> K. Benner asked if the District and AECOM are looking for data, or studies for the deer yard.</p> <p>The District and AECOM are requesting confirmation of the status of the deer yard as a constraint and MNR's jurisdiction in terms of supporting legislation and policy that requires consideration of the deer yard.</p> <p>AECOM is also requesting any studies and/or data that was used to identify or confirm the deer yard. It was specifically noted that MNR had conducted deer surveys of the area in early 2013 for which data is also being requested.</p>	<p>K. Benner</p> <p>G. Epp</p>
<p><b>General Discussion:</b> MNR asked why the northern route was not considered as a preferred alternative.</p> <p>C. Stilwell stated that the northern route is not considered as the preferred route due to the impacts on residential properties and the grade restrictions within the area to the north.</p> <p>K. Benner stated that MNR would like to consider all the alternatives and that they are particularly concerned with any potential for impacts to the Resource Center on the east side of Hwy 11.</p>	<p>MNR</p> <p>C. Stilwell</p> <p>K. Benner</p>



Action Items	Action By
• AECOM is to provide the shape files for the preferred alternative route.	AECOM
• MNR will provide any relevant background studies pertaining to the identification and delineation of the deer yard	MNR
• MNR will provide a letter confirming the deer yard as a constraint with reference to MNR's jurisdiction/authority and relevant legislative requirements	MNR
•	

December 3, 2013

Via Share File Only

**Kim Benner**  
District Planner  
**Ministry of Natural Resources**  
R.R.#2  
Hwy 11 North  
Bracebridge, ON P1L 1W9  
[Kim.benner@ontario.ca](mailto:Kim.benner@ontario.ca)

Dear Ms. Benner:

**Project No: 60241537**  
**Regarding: Notification of Study Recommended Preferred Route**  
**District Municipality of Muskoka**  
**Bracebridge North Transportation Corridor**  
**Class Environmental Assessment Study**

Following our meeting on November 25, 2013 regarding the ongoing Bracebridge North Transportation Corridor Class Environmental Assessment study, we would like to formally request the Ministry of Natural Resources' comments and feedback on the study to date.

In January 2012, the District Municipality of Muskoka initiated a Class Environmental Assessment (EA) Study for a proposed transportation corridor north of the Town of Bracebridge urban area between Highway 11 and Muskoka Road 118. This long term transportation planning study is being carried out in accordance with the requirements for a Schedule 'C' project under the *Municipal Class Environmental Assessment* document.

Two public open houses have been held during the course of the study to provide an opportunity for the public to review and discuss the project with representatives of the Project Team. The preferred route was presented to the public during the most recent open house, held on October 17, 2013.

Please find attached some background material that will likely assist you in your review of the study to date:

- A copy of the second Newsletter that was made available at the October open house;
- A map of the alternative routes;
- A map of the preferred route;
- A Communication Record of a phone call between Jill DeMan of AECOM and Ron Black of the MNR's Parry Sound Office regarding the Scope of the Refinement of the Deer Yard in the study area (from February 2013);


- A Memo covering the Deer Wintering Yard Surveys undertaken in March 2013;
- A Table of Field Survey Data from March 2013 covering Evidence of Deer Use in the study area;
- A document outlining the Evaluation Process undertaken and the results for each alternative; and,
- A map of the Environmental Constraints

A memo is currently being prepared as part of the Environmental Study Report, outlining the Natural Environment Existing Conditions for the study area. This memo is expected to be completed shortly and will be forwarded to the MNR at that time to assist in your review of the study to date. In addition, the GIS shape file of the preferred route will be provided shortly under separate cover.

As discussed and agreed at the meeting, we would appreciate receiving your comments on the study by December 31, 2013. Our intention is to publish the Environmental Study Report early in 2014 with the associated public and review agency notice.

As always, any comments received pertaining to the study will be collected under the *Environmental Assessment Act* and will become part of the public record.

Sincerely,  
**AECOM Canada Ltd.**



Chris Stilwell, P. Eng.  
Project Manager

CS:dc

Encl.

cc: Craig Douglas, Manager of Engineering Services, District Municipality of Muskoka  
Valerie McGirr, Deputy Project Manager, AECOM



January 30, 2014

**AECOM**

345 Ecclestone Drive  
Bracebridge, ON  
P1L 1R1

**ATTENTION: Chris Stilwell**

Manager, Bracebridge Office

Dear Mr. Stilwell:

**SUBJECT: Bracebridge North Transportation Corridor**

Our office has reviewed the alternatives proposed for the Bracebridge North Transportation Corridor and we offer the following comments for your consideration:

**General Comments**

MNR has previously provided your company with known values in the study area including Species at Risk, stick nests, deer wintering areas; and, fisheries values. We have also advised that alternatives avoid, if possible, the Bracebridge Resource Management Centre, Crown land; and, red oak research plots on the east and west side of Highway 11. We offered our recommendation that a preferred alternative align with existing roads as much as possible in order to minimize impacts to natural heritage values and wildlife values. Within the defined study area, avoidance of some features is impossible with new road sections. The proposed alternatives, including the preferred alternative, are highly likely to impact on natural heritage features and Crown land interests to some extent.

**Deer wintering habitat**

Staff have completed an analysis of the data collected during the deer wintering yard survey in March 2013 focusing on an analysis of plots most relevant to the forest stand surveyed that could provide thermal shelter for deer. The evaluated stand rates as a class 3 stand, i.e. access cover that may provide suitable thermal shelter but not critical thermal shelter. Conifer stocking and quality should be maintained or enhanced and browse production in close proximity to conifer shelter should be encouraged. We, therefore, would recommend against roads that fragment this stand.

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The N1 alternative would cross a north portion of the mapped deer wintering yard. Should this alternative become the preferred route, a similar survey to the one undertaken in March 2013 should be undertaken. Our office can provide technical advice in the event that this is proposed.

#### Fish habitat

All alternatives will require similar numbers of water crossings over similar kinds of streams. From the information provided to us, there are no identified major differences in the risks or impacts. Further review of these crossings will be required at the design and construction stages and mitigation will be required to minimize impacts to fish habitat.

#### Red oak research plots

The preferred alternatives P1 and P2 will impact the red oak plots invested in, and managed by our Ministry. While not being within the road allowance, they will be fragmented by roads and their purpose as noted below diminished:

- On the west side of the study, these plots are used to study the long term development of red oak in different openings. Knowledge is used to inform red oak management across Ontario. Proximity to trans-Canada trail provides great access and an excellent opportunity to communicate the knowledge to members of the public and to forest practitioners from Ontario and across North America. These research plots were an integral part of an international tour on red oak in 2008 and are on the regular tour route for the Canadian Institute of Forestry.
- On the east side of the highway, these plots are used to study the long term development of red oak under different treatment conditions. Knowledge is used to inform red oak management across Ontario. Proximity to Highway 11 and the road network in the Bracebridge Management Resource Centre provides great access and an excellent opportunity to communicate the knowledge to members of the public and to forest practitioners from Ontario and across North America. These research plots were an integral part of an international tour on red oak in 2008 and are on the regular tour route for the Canadian Institute of Forestry.

#### Crown land

Option N1 crosses a Crown land parcel and both P1 and P2 will impact the Bracebridge Resource Management Centre. Our office recommends avoidance of Crown land if possible. Consultation with Crown land users should be undertaken should this not be possible.

Option S1 as shown would likely impact on MNR's office and storage facilities and, for this reason; we would not be in favour of this option unless it can be demonstrated that the impacts could be avoided or minimized.

#### Species at Risk

There are no concerns with any of the proposed routes in relation to the *Endangered Species Act* (ESA) at this stage. At the detailed design stage, MNR can provide advice on any species that may be affected and ESA implications that may need to be considered.

If you have any questions with the above comments, please do not hesitate to call Kim Benner, District Planner at (705) 646-5520 or e-mail Kim at [kim.benner@ontario.ca](mailto:kim.benner@ontario.ca).

Yours truly,

*Original signed by*

Anne Collins  
A/Area Supervisor  
Bracebridge Area Office  
(705) 646-5519  
(705) 645-8372



March 11, 2014

Via E-Mail ([Kim.benner@ontario.ca](mailto:Kim.benner@ontario.ca)) ([anne.collins@ontario.ca](mailto:anne.collins@ontario.ca))

and Regular Mail

Kim Benner  
District Planner  
Ministry of Natural Resources  
R.R.#2, Hwy 11 North  
Bracebridge, ON P1L 1W9  
[Kim.benner@ontario.ca](mailto:Kim.benner@ontario.ca)

Dear Ms. Benner:

**Project No: 60241537**

**Regarding: District Municipality of Muskoka, Bracebridge North Transportation Corridor  
Class Environmental Assessment (EA) Study**

Following the presentation of our technically “preferred” alternative at the Public Open House held on October 17, 2013, we received feedback from some property owners expressing concern about the fragmentation of their lands. We used this feedback to prepare a new route segment in the area of concern. The proposed route segment (entitled Segment S2-E) reduces property fragmentation by running along property lines, wherever possible, north of High Falls Road, rather than through the previously impacted properties. This new route segment generally aligns with the previously identified alignment for the North Transportation Corridor in previous studies and the Town of Bracebridge Official Plan.

This new route segment has been evaluated by the study team, and is now identified as the “preferred” alternative in this area. A map of the new segment is included in this letter. As noted above, the study team made every effort to ensure that properties in this area were as minimally impacted as possible.

The new preferred corridor will cross through woodlands and a deer wintering area and will create a barrier to wildlife movement in the area which may result in increased wildlife road mortality. Apparent impacts on the deer wintering area will be addressed under the provisions of Section 2.1.4 of the 2005 Ontario Government Provincial Policy Statement related to land use planning and development by demonstrating that there will be no negative impacts on the natural feature (deer area) or its ecological function by identifying appropriate mitigating measures.

In order to mitigate impacts on the deer wintering area, wildlife fencing and crossings will be established in key areas to allow the safe passage of wildlife across the highway. The provision of suitable culverts and structures to allow for wildlife passage will be considered on a site specific basis. As well, considerations to prevent wildlife and vehicular interactions will be considered. This will minimize anticipated negative effects to the deer area and wildlife movement as telemetry data

obtained from a study completed in Quebec entitled, "Construction of a Highway Section Within a White-Tailed Deep Winter Yard Near Quebec City, Canada; Mitigation Measures, Monitoring, and Preliminary Results" (Leblanc *et al.* 2007) indicates that deer with split winter home ranges continued to use both sides of a new section of a highway when wildlife passage corridors and deer-proof fencing was used. Specific details of these crossings will be determined during Detail Design in consultation with your agency and the District Municipality of Muskoka, however, to aid in discussion during later stages of the project, the following measures as described in literature include but are not limited to:

- Selecting sizeable roadway and linkage alignments to avoid unsafe intersections (e.g. at curves);
- Use of plantings and wing-walls to direct wildlife using the linkage to culvert/structure crossings;
- Install wildlife fencing along primary linkages and deer wintering areas to direct wildlife to the culvert/structure crossing; and
- Design culverts/structures to accommodate wildlife movement.

The design of these crossings would include recommendations for focusing wildlife movements to appropriate crossing locations and/or structures. These measures would depend on site specific features and reported collision hazards. Culverts 1.8 m in height, or greater, with larger spans have been used successfully for wildlife crossings.

During construction, the following is recommended:

- Clearly post construction speed limits (30km/h). Install and maintain wildlife crossing and speed limit signs on access roads.
- Locate Project components outside of natural features, to the extent possible, to avoid direct impacts to wildlife habitat.
- Schedule vegetation removal to occur outside the breeding bird period (May 1 to July 31). Undertake active nest surveys prior to construction if clearing of vegetation must take place during this period.

As always, our study website ([www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca)) is a valuable resource for anyone interested in the ongoing study process and we endeavour to keep it up to date for your use. Information about the new technically preferred route can be found there, as well as pertinent specialist reports.

At this time, it is anticipated that the Environmental Study Report (ESR) will be available for public review by late spring. Notification of the Filing of the ESR will occur at that time by letter (to those on our mailing list), as well as being published in local newspapers and on the study website. During the review period, interested persons are encouraged to read the ESR and provide comments to members of the study team. If, at that time, concerns regarding this project cannot be resolved in discussion with the District, a person/party may request that the Minister of the Environment make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as Part II Order). The Part II Order request must be received by the Minister of the Environment during the 30 day review period and a copy of the request should be forwarded to the District Municipality of Muskoka. If there are no requests received by the end of the review period, the project will be considered to have met the requirements of the Municipal Class EA, and the project will proceed as presented in the ESR. These instructions will also be included in the Notice of Filing of the ESR.

Please contact one of the following team members to receive further information, or to be removed from our Project mailing list:

**Craig Douglas, P Eng.**

District Municipality of Muskoka  
Manager of Engineering  
70 Pine Street  
Bracebridge, ON P1L 1N3  
Phone: 705-645-6764  
Toll Free: 1-800-281-3483  
Fax: 705-645-7599  
E-mail: [cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca)

**Chris Stilwell, P. Eng.**

Consultant Project Manager  
AECOM  
345 Ecclestone Drive  
Bracebridge, ON P1L 1R1  
Phone: 705-645-5992 ext. 3252012  
Fax: 705-645-1841  
E-mail: [chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

Any comments received pertaining to the study will be collected under the *Environmental Assessment Act* and, with the exception of personal information, will become part of the public record.

Sincerely,  
**AECOM Canada Ltd.**



Chris Stilwell, P. Eng.  
Project Manager

CS:cg  
Encl.

cc: Craig Douglas, Manager of Engineering , District Municipality of Muskoka  
Valerie McGirr, Deputy Project Manager, AECOM



## Minutes of Meeting

Date of Meeting	December 20, 2012	Start Time	9:00 am	Project Number	60241537
Project Name	Bracebridge North Transportation Corridor EA Study				
Location	Town of Bracebridge, Granite Room				
Regarding	Bracebridge Resource Management Centre (BRMC)				
Attendees	Andrew Stacey (Town of Bracebridge), Walt Schmid (Town of Bracebridge), Kevin Austin (District Municipality of Muskoka), Chris Stilwell (AECOM)				
Distribution	Attendees, V. McGirr, D. Chartrand (AECOM)				
Minutes Prepared By	C. Stilwell				

**PLEASE NOTE:** If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

	Action
<b>Project Background and Meeting Purpose</b>	
<ul style="list-style-type: none"> <li>KA and CS summarized the background of the study including the 1982 traffic study, Town Official Plan and recent MTO TESR. It was noted that the Town and DMM were partners in this project since both parties resisted the MTO's proposed Highway 11 interchange location.</li> </ul>	
<ul style="list-style-type: none"> <li>Using the overall study area drawing with alternative routes, CS and KA explained the three Highway 11 interchange locations and the various alternative routes that connect to MR118.</li> </ul>	
<ul style="list-style-type: none"> <li>KA and CS noted that the purpose of the meeting was to solicit Town feedback on the impact of the middle and north interchange locations on the Bracebridge Resource Management Centre. The feedback would be used as part of the evaluation criteria for the selection of the preferred alternative route and interchange.</li> </ul>	
<ul style="list-style-type: none"> <li>MTO has already approved through their TESR that they will be constructing a service road on the east side of Highway 11 that will impact the BRMC to some extent.</li> </ul>	
<ul style="list-style-type: none"> <li>It was explained that the deer yard, which covers much of the area between High Falls Road and Falkenburg/ Naismith Road, was a constraint. Fragmentation is to be avoided.</li> </ul>	
<b>Interchange Location Criteria</b>	
<ul style="list-style-type: none"> <li>CS noted that AECOM has followed the MTO interchange design criteria in the work presented. In particular the bullnose to bullnose spacings between Cedar Lane/ MR 117 interchange and the interchange alternatives were designed to meet or exceed the requirements in the safety reference.</li> </ul>	
<ul style="list-style-type: none"> <li>The spacing of the middle interchange is the minimum (1711m) from the Cedar Lane/ MR 117 interchange.</li> <li>The spacing of the north interchange is significantly greater than the minimum distance required but is placed further north to avoid placing the interchange on the</li> </ul>	

<ul style="list-style-type: none"> <li>curve in Highway 11 while striving to stay as close to Town as possible.</li> <li>The southern partial interchange follows the requirements set out in the reference document for successive exit ramps or successive entrance ramps.</li> </ul>	
<ul style="list-style-type: none"> <li>CS and KA noted that the topography was somewhat better north of the deer yard. There is a rocky knoll (and cemetery) in the vicinity of Manitoba Street along the north route. The topography to the west of the middle and south interchanges is difficult with incised valleys and considerable slopes. The profile of some route alternatives is up to 8%.</li> </ul>	
<ul style="list-style-type: none"> <li>The southern alignments were discussed and it was agreed that the crossing of High Falls Road and traversing in and out of the Muskoka River Valley would be challenging. CS noted that he was attempting to arrange a meeting with MNR to determine if an additional alternative could cut across a small southerly portion of the deer yard.</li> </ul>	
<b>Bracebridge Resource Management Centre</b>	
<ul style="list-style-type: none"> <li>WS and AS noted that the BRMC is on Crown Land and thus owned by the Province and managed by MNR. The Town has permission from MNR to develop and maintain the trail system within the BRMC.</li> </ul>	
<ul style="list-style-type: none"> <li>MNR needs to be consulted regarding the impacts on the BRMC. CS will communicate with Kim Benner at MNR as part of the discussion regarding the impacts on the deer yard at High Falls Road.</li> </ul>	AECOM
<ul style="list-style-type: none"> <li>All plans were left with WS for information and use in Town meetings.</li> </ul>	
<ul style="list-style-type: none"> <li>WS will involve the Town's senior Management Team.</li> </ul>	Town
<ul style="list-style-type: none"> <li>Town Council will be involved as required.</li> </ul>	Town
<ul style="list-style-type: none"> <li>WS or AS to advise AECOM and DMM of concerns regarding the impacts of the 2 northern most interchanges on the BRMC trail system.</li> </ul>	Town
<b>Next Meeting</b>	
<ul style="list-style-type: none"> <li>No commitments were discussed for a follow-up meeting but a meeting following Town internal discussions can be arranged.</li> </ul>	All

# Bracebridge North Transportation Corridor: Class EA Study

Craig Douglas, District of Muskoka

Chris Stilwell, AECOM

February 5, 2013



## Introduction

- Study initiated in December 2011 for the proposed Bracebridge North Transportation Corridor (BNTC)
- Process will involve developing, assessing, and evaluating alternatives. Result in identification of a preferred planning alternative.



Bracebridge North Transportation Corridor

February 5, 2013

Page 2



## Project Background

- Previous studies recommended new transportation corridors north and west of Bracebridge
- MTO plans to make Highway 11 access-controlled
  - EA Study completed 2011
  - TESR Recommended Plan has flyover at High Falls Road and East Service Road between Alpine Ranch Road and MR117 / Cedar Lane interchange
  - DMM and Town of Bracebridge preferred new interchange that would serve the future BNTC
  - DMM must complete an EA Study for the BNTC for MTO to reconsider
  - Timeline for Highway 11 construction in the 20-30 year range

Bracebridge North Transportation Corridor

February 5, 2013

Page 3



## Study Purpose

- BNTC identified in Official Plan
  - Will remove traffic to MR 118 from downtown streets
  - BNTC will support growth and facilitate travel to and from the north
  - Will address operations, safety and level of service issues
- Identify a preferred corridor for the BNTC and obtain approval under the Municipal Class EA document
  - Complete a Class EA for a Schedule C project
    - North arterial from Highway 11 to MR 118
    - Consider access to Holiday Park Drive, MNR office and Bracebridge Resource Centre
    - Use service roads where necessary
    - Avoid High Falls Road where feasible due to road geometry (not arterial standard)
    - Consider natural, social, economic, etc. environment

Bracebridge North Transportation Corridor

February 5, 2013

Page 4

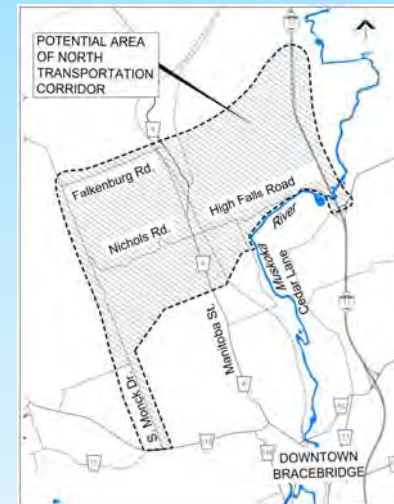




## Official Plan Map



## Study Area



## Study Process

- MCEA Schedule “C” process for municipal road projects includes five phases as follows:
  - Phase 1 – Problem or Opportunity
  - Phase 2 – Alternative Solutions
  - Phase 3 – Alternative Design Concepts for Preferred Solution
  - Phase 4 – Environmental Study Report
  - Phase 5 – Implementation

## Consultation Process

- Public Open Houses
- Newspaper notices
- Contact letters to agencies and stakeholders
  - snowmobile clubs, heritage groups, business development foundation, utilities, adjacent municipalities
- First Nations consultation
- Meetings with agencies, groups and individuals
- Meetings with MTO
- Website ([www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca))
- Newsletters
- Council presentations
- ESR for formal public review

## Schedule

Task	Timeline
Project Initiation	December 2011
Project Need/Alternative Solutions	Winter-Spring 2012
Existing Conditions	Spring-Summer 2012
POH #1	August 2012
Alternative Routes/Designs	Fall-Winter 2013
Functional Design for Recommended Plan	Winter 2013
Environmental Study Report (ESR)	Spring 2013
POH #2	Spring 2013
Final Council Presentation(s)	Spring 2013
ESR Public Review	Spring 2013

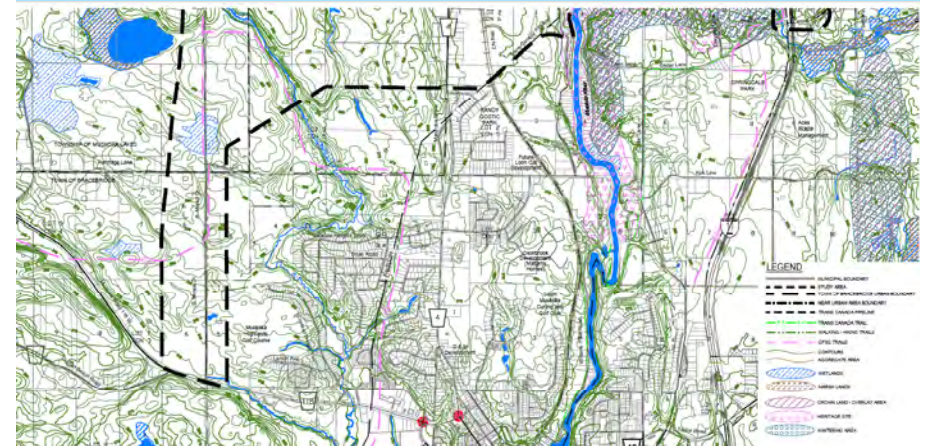
## Transportation Conditions

- Traffic on High Falls Road increased from 500-600 vehicles per day in 2008 to 1500 vpd in 2011
  - Shows a tendency to use a northern route with Highway 11 access
- Traffic annual growth rate 2%
- Summer traffic used in analysis (consistent with previous work)
- Unopened road allowances used for recreational trails and access to hunt camps and bush lots
- Access to the Resource Management Centre and MNR offices

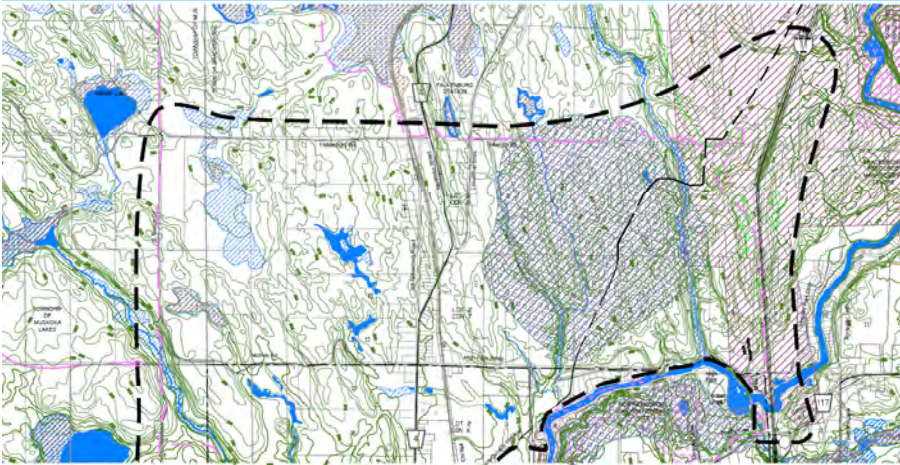
## Problems and Opportunities

- Problems
  - Limited downtown capacity
  - Limited connectivity across the Muskoka River
- Opportunities
  - Enhance connections to Highway 11
  - Build road alignment to current standards
  - Provide alternative route for new developments and connections to new developments

## Southern Portion of Study Area – Environmental Features



## Northern Portion of Study Area – Environmental Features



## Alternative Solutions

- The alternative solutions considered are:
  - Do nothing
  - Improve existing routes through realignment, intersection improvements, removing parking, widening
  - New corridor



## Assessment and Evaluation of Alternative Solutions

- Is it technically feasible?
- Will it improve traffic operations?
- Are the impacts to the natural, social and other environmental features largely mitigatable?



## Evaluation Criteria

- Criteria will be selected for the Alternative Routes/Designs.
- Main Factor areas are:
  - Transportation
  - Natural Environment
  - Social-Cultural Environment
  - Economic Environment
  - Engineering/Cost

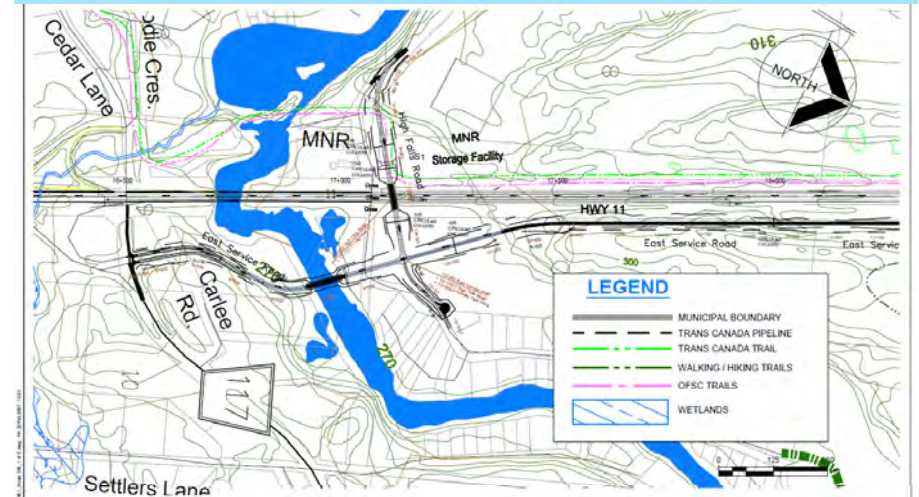




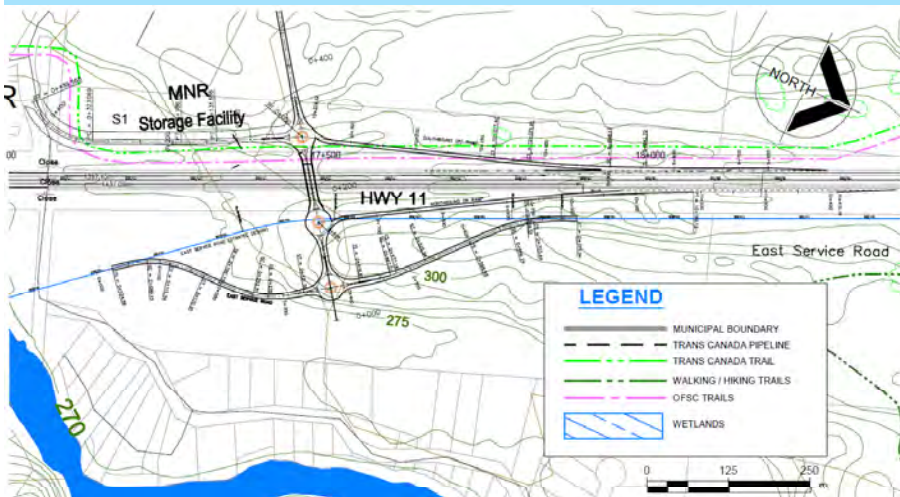
## Highway 11 Interchange Alternatives



## MTO Interchange Alternative



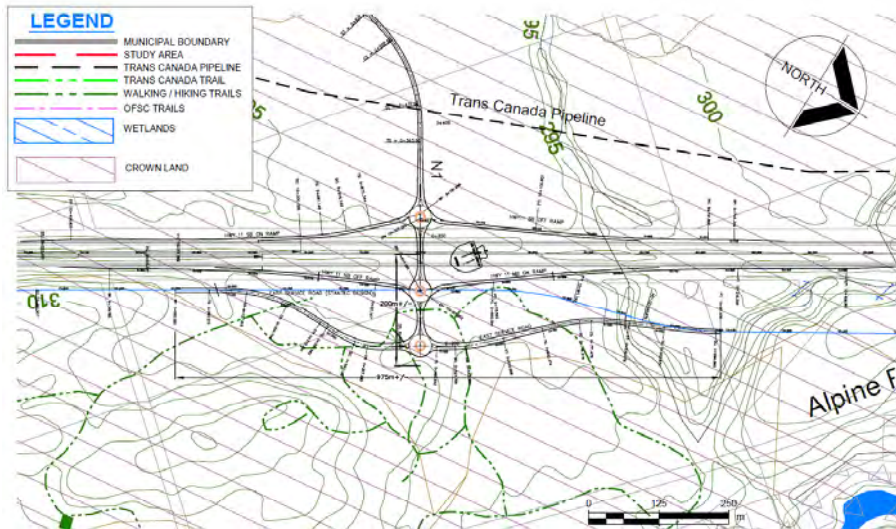
## South Interchange Alternative



## Middle Interchange Alternative



## North Interchange Alternative



## Next Steps

- Complete additional seasonal field work for deer yard
- Identify impacts and mitigation measures on BRMC, Red Oak Stands, Deer Yard and SAR areas
- Finalize route alternatives
- Develop design alternatives
- Assess and evaluate route alternatives and alternative designs
- Identify preferred alternative
- Hold Public Open House # 2 (Spring 2013)

## Thank You

cdouglas@muskoka.on.ca

chris.stilwell@aecom.com





# Bracebridge North Transportation Corridor: Class EA Study

Craig Douglas, District of Muskoka

Chris Stilwell, AECOM

October 3, 2013



## Introduction

- Schedule C Municipal Class EA Study initiated in December 2011 for the proposed Bracebridge North Transportation Corridor (BNTC)
- Purpose of presentation to update progress since last presentation in February 2013



Bracebridge North Transportation Corridor

October 3, 2013

Page 2



## Study Process

- MCEA Schedule “C” process for municipal road projects includes five phases as follows:
  - Phase 1 – Problem or Opportunity
  - Phase 2 – Alternative Solutions
  - Phase 3 – Alternative Design Concepts for Preferred Solution
  - Phase 4 – Environmental Study Report
  - Phase 5 – Implementation

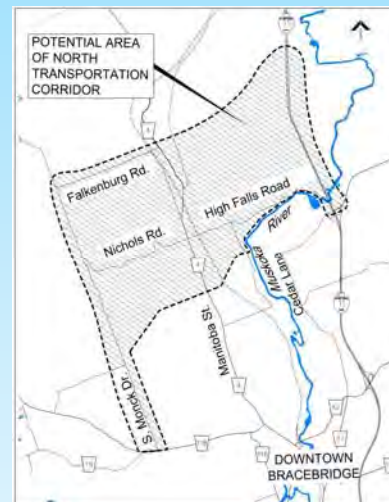
Bracebridge North Transportation Corridor

October 3, 2013

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## Study Area



Bracebridge North Transportation Corridor

October 3, 2013

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## Progress To Date

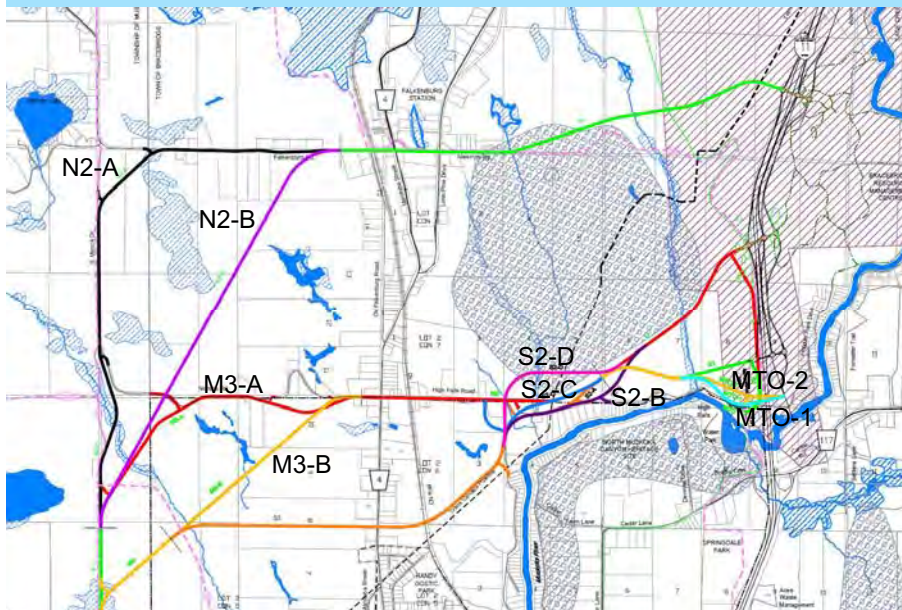
- Confirmed project need
- Examined existing conditions (archaeology, natural environment, contaminated sites)
- Identified and evaluated alternative solutions
- Selected new route as preferred solution
- Identified and developed alternative routes
- Updated the southern boundary of the deer yards
- Assessed potential impacts associated with route alternatives
- Evaluated alternative routes (including noise)
- Meetings with various stakeholders (Muskoka Lakes, MNR, Bracebridge)
- Numerous meetings with MTO

## Schedule

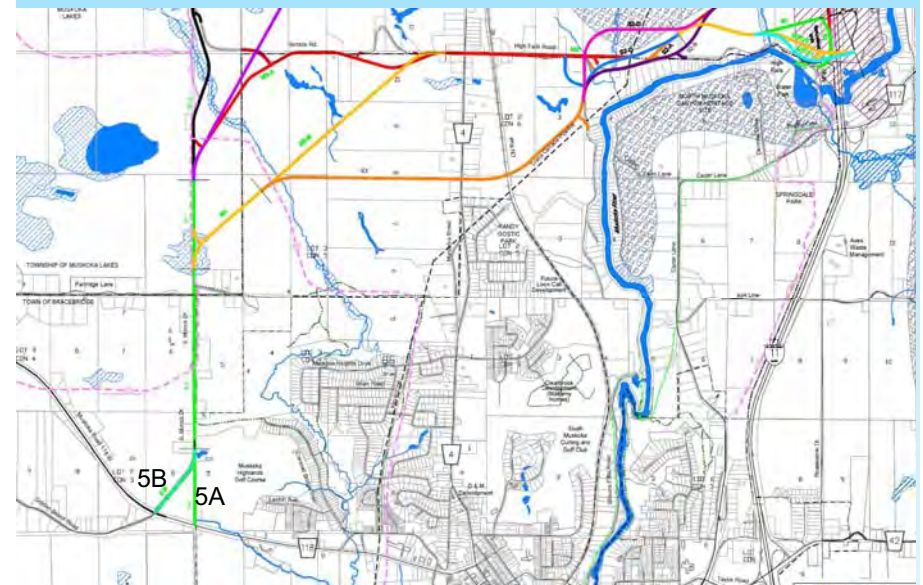
Task	Timeline
Project Initiation	December 2011
Project Need/Alternative Solutions	Winter-Spring 2012
Existing Conditions	Spring-Summer 2012
POH #1	August 2012
Alternative Routes/Designs	Fall-Winter 2013
Functional Design for Recommended Plan	Winter-Spring 2013
Environmental Study Report (ESR)	Summer-Fall 2013
POH #2	Fall 2013
Final Council Presentation(s)	Fall 2013
ESR Public Review	Fall – Winter 2013

We are here

## Alternative Routes – North



## Alternative Routes - South



## Evaluation Criteria

- Main and Sub Factor areas are:
  - Transportation
    - Accommodation of future vehicular travel demand
    - Accommodation of pedestrian and cyclist movements
    - Emergency service
    - Future transportation network connectivity and compatibility
    - Commercial goods movement
    - Recreational trails
  - Natural Environment
    - Watercourses/fisheries/ aquatic habitat
    - Vegetation and woodlots
    - Wildlife/terrestrial habitat
    - Wetlands
    - Species at Risk

## Evaluation Criteria

- Main and Sub Factor areas are:
  - Social-Cultural Environment
    - Noise
    - Visual aesthetics
    - Residential property required
    - Recreational/property impacts
    - Other property required
    - Compatibility with existing/ future land uses/ plans
    - Archaeological resources
    - Heritage resources
  - Economic Environment
    - Future development potential
    - Accessibility to existing commercial areas

## Evaluation Criteria

- Main and Sub Factor areas are:
  - Engineering/Constructability
    - Construction impacts
    - Utility/service conflicts
  - Cost
    - Estimated capital construction cost
    - Estimated utility relocation cost

## Evaluation Process

Step:	Action:
1	Evaluate Alternatives N2-A and N2-B
2	Evaluate Alternatives 5-A and 5-B
<b>Result</b>	Preferred northerly alignment from Highway 11 to Highway 118
3	Evaluate Alternatives S2-A, S2-B, S2-C and S2-D
<b>Result</b>	Preferred southerly alignment from Highway 11 to Highway 118
4	Evaluate Alternatives M3-A and M3-B
<b>Result</b>	Preferred middle alignment from Highway 11 to Highway 118
5	Evaluate preferred middle and southerly portions (M2/M3 versus S2/S3)
<b>Result</b>	Preferred middle/south alignment (excluding interchange location)
6	Evaluate MTO-1 and MTO 2 alignments
<b>Result</b>	Preferred MTO alternative
7	Evaluate preferred northerly, middle, southerly and MTO alternative
<b>Result</b>	Technically preferred route

### Evaluation Step 1: Evaluate Alternatives N2-A and N2-B

Alternatives	N2-A	N2-B
Weighted Score	91.0	96.0
Results	Preferred	Not Carried Forward

### Evaluation Step 2: Evaluate Alternatives 5-A and 5-B

Alternatives	5-A	5-B
Weighted Score	91.0	96.0
Results	Preferred	Not Carried Forward

### Evaluation Step 3: Evaluate Alternatives S2-A, S2-B, S2-C and S2-D

Alternatives	S2-A	S2-B	S2-C	S2-D
Weighted Score	NA	87.0	82.7	78.7
Results	Screened Out	Not Carried Forward	Not Carried Forward	Preferred

### Evaluation Step 4: Evaluate Alternatives M3-A and M3-B

Alternatives	M3-A	M3-B
Weighted Score	93.3	69.3
Results	Not Carried Forward	Preferred



### Evaluation Step 5: Evaluate Alternatives M2/M3 versus S2/S3

Alternatives	M2/M3 (M2, M3-B)	S2/S3 (S2-D, S3)
Weighted Score	102.3	81.0
Results	Not Carried Forward	Preferred

### Evaluation Step 6: Evaluate Alternatives MTO-1 and MTO-2

Alternatives	MTO-1	MTO-2
Weighted Score	81.0	82.0
Results	Preferred	Not Carried Forward

### Evaluation Step 7: Evaluate Preferred Northerly, Southerly, Middle and MTO Alternatives

Alternatives	Do Nothing	Preferred North Alternative	Preferred Middle Alternative	Preferred South Alternative	MTO Alternative with Connection to Preferred
Weighted Score	86.7	120.0	80.3	93.0	95.7
Results	Not Carried Forward	Not Carried Forward	Preferred	Not Carried Forward	Not Carried Forward

### Preferred Route (Middle interchange, M1, S2D, S3, M4, 4-2, 5A)

- See map showing the preferred route

## Next Steps

- Town Council Meeting (October 16, 2013)
- Hold Public Open House # 2 (October 17, 2013)
- Consider comments and develop Recommended Plan
- Complete Environmental Study Report (ESR)
- Potential presentation(s) of study to Council(s)
- Provide ESR for formal 30-day public review
- Complete early 2014

## Thank You

[cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca)

[chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)



# Bracebridge North Transportation Corridor: Class EA Study

Chris Stilwell and Valerie McGirr, AECOM

October 16, 2013

## Introduction

- Schedule C Municipal Class EA Study initiated in December 2011 for the proposed Bracebridge North Transportation Corridor (BNTC)
- Purpose of presentation to update progress in advance of second Public Open House



Bracebridge North Transportation Corridor

October 16, 2013

Page 2

## Recap – Study Process

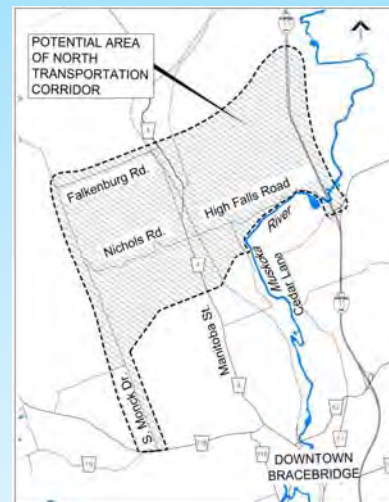
- MCEA Schedule “C” process for municipal road projects includes five phases as follows:
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  - Phase 5 – Implementation

Bracebridge North Transportation Corridor

October 16, 2013

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## Study Area



Bracebridge North Transportation Corridor

October 16, 2013

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## Progress To Date

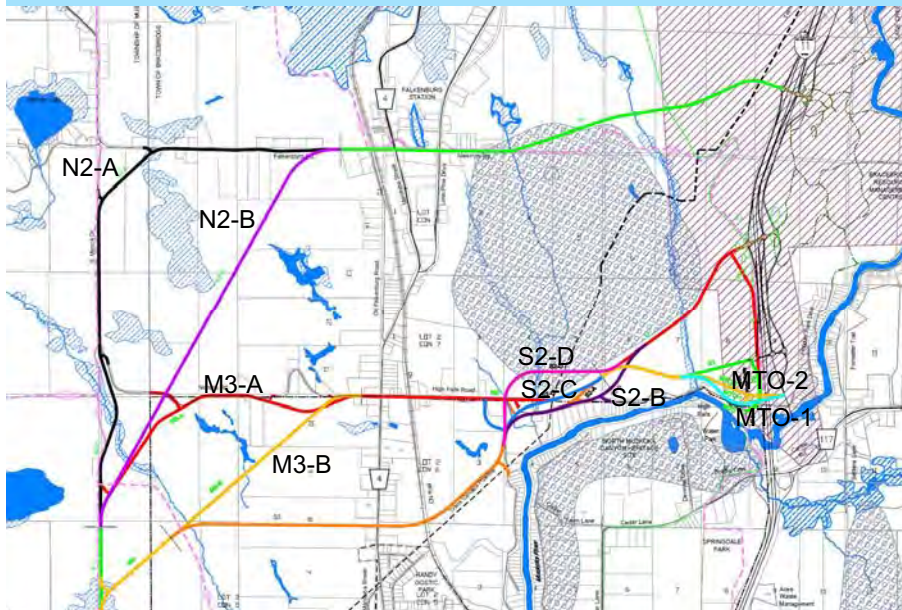
- Confirmed project need
- Examined existing conditions
- Identified and evaluated alternative solutions
- Selected new route as preferred solution
- Identified and developed alternative routes
- Conducted winter field work to update the southern boundary of the deer yard
- Assessed potential impacts associated with route alternatives
- Evaluated alternative routes
- Met with MTO

## Schedule

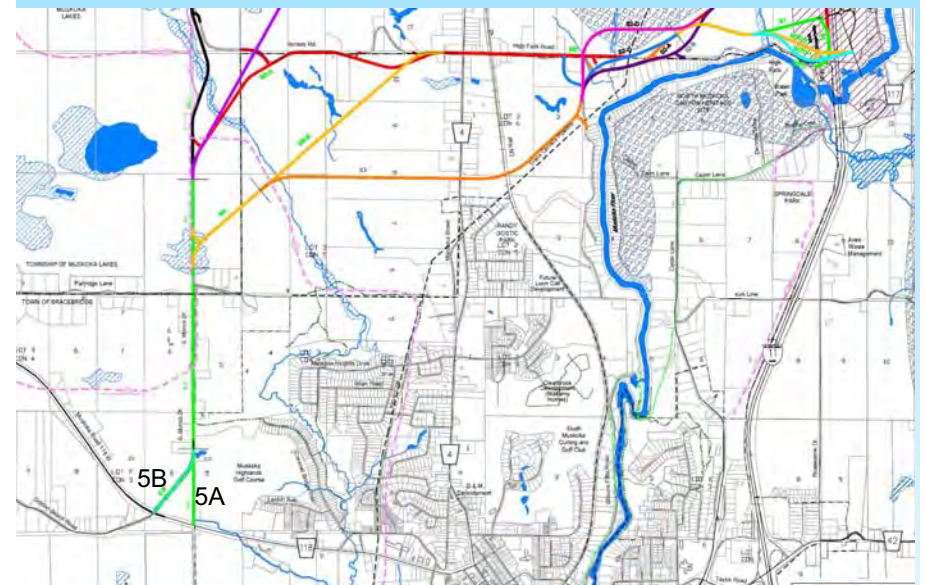
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Project Initiation	December 2011
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POH #1	August 2012
Alternative Routes/Designs	Fall-Winter 2013
Functional Design for Recommended Plan	Winter-Spring 2013
Environmental Study Report (ESR)	Summer-Fall 2013
Council Presentation(s)	Fall 2013
POH # 2	Fall 2013
ESR Public Review	Fall 2013 – Winter 2014

We are here

## Alternative Routes – North



## Alternative Routes - South



## Evaluation Criteria

- Main Factor areas are:
  - Transportation
  - Natural Environment
  - Social-Cultural Environment
  - Economic Environment
  - Engineering/Constructability
  - Cost



## Evaluation Process

Step:	Action:
1	Evaluate Alternatives N2-A and N2-B
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<b>Result</b>	Preferred middle/south alignment (excluding interchange location)
6	Evaluate MTO-1 and MTO 2 alignments
<b>Result</b>	Preferred MTO alternative
7	Evaluate preferred northerly, middle, southerly and MTO alternative
<b>Result</b>	Technically preferred route

### Evaluation Step 1: Evaluate Alternatives N2-A and N2-B

Alternatives	N2-A	N2-B
Weighted Score	91.0 (lower score preferred)	96.0
Results	Preferred	Not Carried Forward

### Evaluation Step 2: Evaluate Alternatives 5-A and 5-B

Alternatives	5-A	5-B
Weighted Score	91.0	96.0
Results	Preferred	Not Carried Forward

### Evaluation Step 3: Evaluate Alternatives S2-A, S2-B, S2-C and S2-D

Alternatives	S2-A	S2-B	S2-C	S2-D
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### Evaluation Step 4: Evaluate Alternatives M3-A and M3-B

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Weighted Score	93.3	69.3
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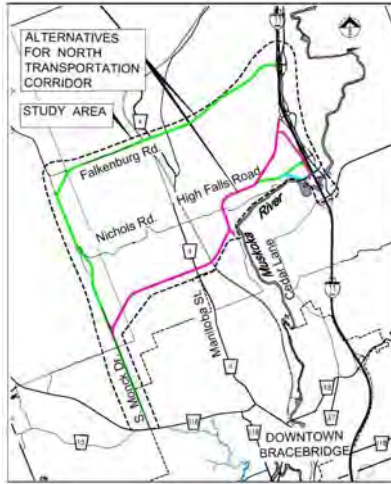
### Evaluation Step 5: Evaluate Alternatives M2/M3 versus S2/S3

Alternatives	M2/M3 (M2, M3-B)	S2/S3 (S2-D, S3)
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### Evaluation Step 6: Evaluate Alternatives MTO-1 and MTO-2

Alternatives	MTO-1	MTO-2
Weighted Score	81.0	82.0
Results	Preferred	Not Carried Forward





## Preferred North, Middle, South and MTO routes

## Evaluation Step 7: Evaluate Preferred North, South, Middle and MTO Alternatives

Alternatives	Do Nothing	Preferred North Alternative	Preferred Middle Alternative	Preferred South Alternative	MTO Alternative with Connection to Preferred
Weighted Score	86.7	120.0	80.3	93.0	95.7
Results	Not Carried Forward	Not Carried Forward	Preferred	Not Carried Forward	Not Carried Forward

## Preferred Route (Middle interchange, M1, S2D, S3, M4, 4-2, 5A)

- Most southerly that meets MTO requirements for full interchange.
- Connection to High Falls Road.
- Potential grade separation of rail.
- Avoids more homes on existing roads (noise and visual).
- Least existing residential property requirement.
- Less impact on BRMC than North.
- Supports development plans.
- No need for new bridge over Muskoka River in the current MTO plan.



## Next Steps

- Hold Public Open House # 2 (October 17 2013)
- Consider comments and develop Recommended Plan
- Complete Environmental Study Report (ESR)
- Present study to Council(s) as required
- Provide ESR for formal 30-day public review

# Thank You

[chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

[valerie.mcgirr@aecom.com](mailto:valerie.mcgirr@aecom.com)



**AECOM**

# Bracebridge North Transportation Corridor: Class EA Study

Craig Douglas, District of Muskoka

Chris Stilwell, AECOM

June 19, 2012



## Introduction

- Study initiated in December 2011 for the proposed Bracebridge North Transportation Corridor (BNTC)
- Process will involve developing, assessing, and evaluating alternatives. Result in identification of a preferred planning alternative.



Bracebridge North Transportation Corridor

June 19, 2012

Page 2



## Project Background

- Previous studies recommended new transportation corridors north and west of Bracebridge
- MTO plans to make Highway 11 access-controlled
  - EA Study completed 2011
  - TESR Recommended Plan has flyover at High Falls Road and East Service Road between Alpine Ranch Road and MR117 / Cedar Lane interchange
  - DMM and Town of Bracebridge preferred new interchange that would serve the future BNTC
  - DMM must complete an EA Study for the BNTC for MTO to reconsider
  - Timeline for Highway 11 construction in the 20-30 year range

Bracebridge North Transportation Corridor

June 19, 2012

Page 3



## Study Purpose

- BNTC identified in Official Plan
  - Will remove traffic to MR 118 from downtown streets
  - BNTC will support growth and facilitate travel to and from the north
  - Will address operations, safety and level of service issues
- Identify a preferred corridor for the BNTC and obtain approval under the Municipal Class EA document
  - Complete a Class EA for a Schedule C project
    - North arterial from Highway 11 to MR 118
    - Consider access to Holiday Park Drive, MNR office and Bracebridge Resource Centre
    - Use service roads where necessary
    - Avoid High Falls Road where feasible due to road geometry (not arterial standard)
    - Consider natural, social, economic, etc. environment

Bracebridge North Transportation Corridor

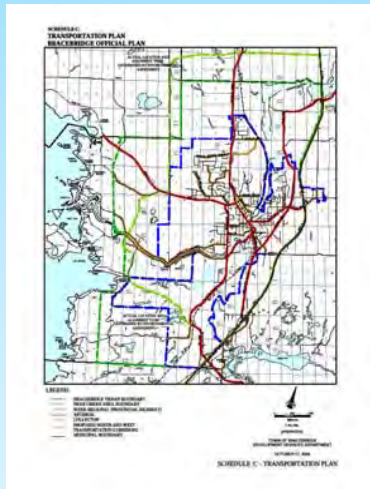
June 19, 2012

Page 4

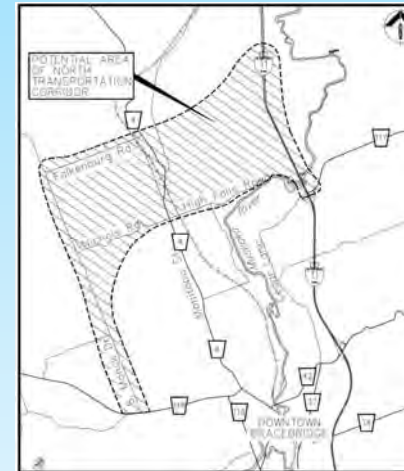




## Official Plan Map



## Study Area



## Study Process

- MCEA Schedule “C” process for municipal road projects includes five phases as follows:
  - Phase 1 – Problem or Opportunity
  - Phase 2 – Alternative Solutions
  - Phase 3 – Alternative Design Concepts for Preferred Solution
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  - Phase 5 – Implementation

## Consultation Process

- Public Open Houses
- Newspaper notices
- Contact letters to agencies and stakeholders
  - snowmobile clubs, heritage groups, business development foundation, utilities, adjacent municipalities
- First Nations consultation
- Meetings with agencies, groups and individuals
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- Newsletters
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- ESR for formal public review

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Task	Timeline
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Environmental Study Report (ESR)	Fall 2012-Winter 2013
POH #2	Winter 2013
Final Council Presentation(s)	Winter 2013
ESR Public Review	Spring 2013

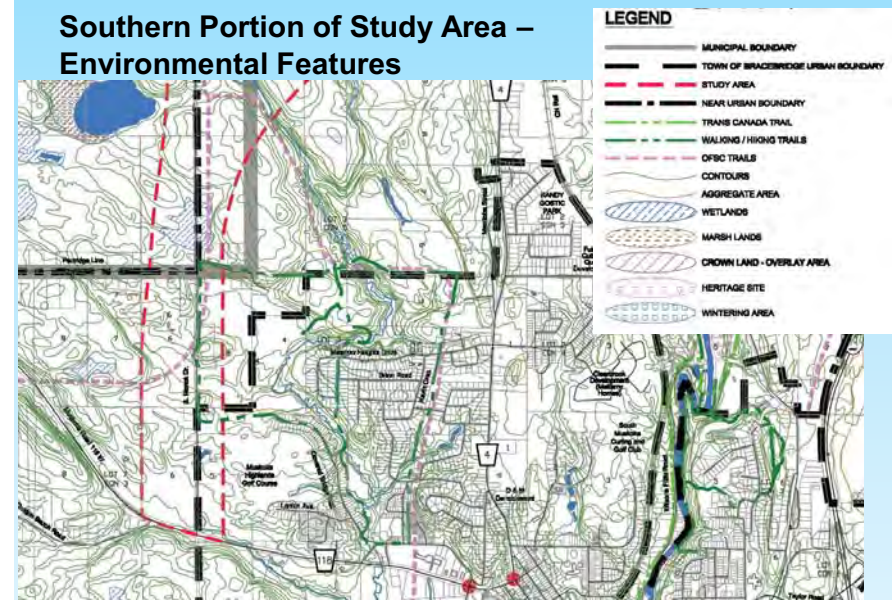
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- Traffic annual growth rate 2%
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- Unopened road allowances used for recreational trails and access to hunt camps and bush lots
- Access to the Resource Management Centre and MNR offices

## Problems and Opportunities

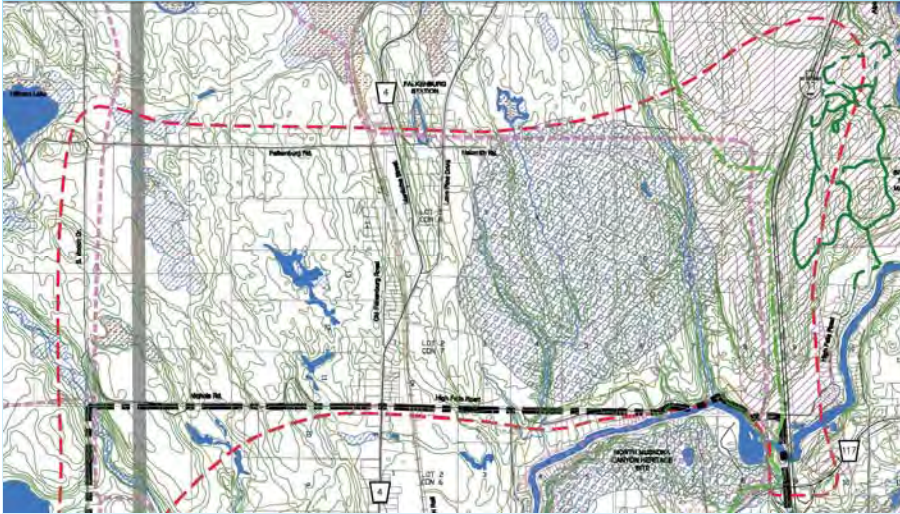
- Problems
  - Limited downtown capacity
  - Limited connectivity across the Muskoka River
- Opportunities
  - Enhance connections to Highway 11
  - Build road alignment to current standards
  - Provide alternative route for new developments and connections to new developments

## Southern Portion of Study Area – Environmental Features





## Northern Portion of Study Area – Environmental Features



## Alternative Solutions

- The alternative solutions to be considered are:
  - Do nothing
  - Improve existing routes through realignment, intersection improvements, removing parking, widening
  - New corridor



## Assessment and Evaluation of Alternative Solutions

- Is it technically feasible?
- Will it improve traffic operations?
- Are the impacts to the natural, social and other environmental features largely mitigatable?



## Evaluation Criteria

- Criteria will be selected for the Alternative solutions and then for the Alternative Routes/Designs.
- Main Factor areas are:
  - Transportation
  - Natural Environment
  - Social-Cultural Environment
  - Economic Environment
  - Engineering/Cost





## Next Steps

- Complete seasonal field work
- Develop route alternatives
- Develop design alternatives
- Assess and evaluate route alternatives and alternative designs
- Identify preferred alternative
- Hold Public Open House

## Thank You

[cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca)

[chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)



A Murphy Sept 13 2012 Re Bracebridge North Transportation Corridor.txt  
From: AMurphy [AMurphy@muskokalakes.ca]  
Sent: Thursday, September 13, 2012 12:39 PM  
To: Stilwell, Chris  
Cc: Craig Douglas; John Klinck; Steve Clement; 'Ilgiaschi-pacini@bracebridge.ca';  
Allen Edwards; 'Graydon Smith'; Scott Young; Tony White;  
PHarding; RNishikawa  
Subject: Re: Bracebridge North Transportation Corridor

Dear Sir

In your September 12th, 2012 correspondence to Mrs. Flye you state that "Based on the evaluation of the above alternative solutions, the preferred option is to build a new road corridor. The next step in our study is to undertake Phase 3, where additional work will be completed in order to develop and evaluate the alternative route locations and designs. These alternative routes and designs will be presented at a second public open house tentatively scheduled for February 2013."

Can you please advise as to the manner in which the first two alternatives, namely  
(1) Do nothing and  
(2) Improve the existing corridor, were evaluated and the public process that was followed relating thereto?

Many thanks

Alice Murphy

On 12-09-12 2:34 PM, "Stilwell, Chris" <Chris.Stilwell@aecom.com> wrote:

>Dear  
>  
>Please find attached a response letter to your e-mail.  
>  
>Regards,  
>  
>Chris

>-----  
>Chris Stilwell, P. Eng.  
>Manager, Bracebridge Office  
>Water - Community Infrastructure  
>T 705.645.5992 ext. 3252012 C 705.641.1629  
>chris.stilwell@aecom.com

>  
>AECOM  
>345 Ecclestone Drive  
>Bracebridge, ON P1L 1R1  
>F 705.645.1841  
>www.aecom.com

>  
>  
>  
>This communication is intended for the sole use of the person(s) to  
>whom it is addressed and may contain information that is privileged,





September 17, 2012

Alice Murphy  
Mayor  
Township of Muskoka Lakes  
Email: [AMurphy@muskokalakes.ca](mailto:AMurphy@muskokalakes.ca)

Dear Mayor Murphy:

**Project No: 60241537**

**Regarding: Bracebridge North Transportation Corridor**

Thank you for your email dated September 13, 2012 regarding the Bracebridge North Transportation Corridor Class Environmental Assessment (EA) Study.

A qualitative evaluation of the alternative solutions was undertaken. This evaluation included a series of questions that were formulated to best assess the positive and negative effects of each alternative solution and also to determine whether the alternative would address the problems and opportunities of this study, which are listed below:

- Problems
  - Limited downtown capacity - the route between the Taylor Road interchange on Highway 11 and MR 118 is nearing capacity;
  - Limited existing connectivity across the Muskoka River - because the river is a barrier, travel is limited to bridge locations; and,
  - Need to maintain access to areas adjacent to Highway 11 when direct highway access is closed.
- Opportunities
  - Enhance connections to Highway 11;
  - Build a road alignment to current arterial standards; and,
  - Provide an alternative route for traffic from new developments and improve connections to new developments.

Based on this evaluation, the recommended solution is to build a new road corridor. The attached table illustrates the evaluation, which was presented at the Public Open House (POH) held on August 23, 2012.

As per the Municipal Class EA process the first point of contact with the public occurs after the alternative solutions have been evaluated and a preferred solution is selected. The purpose of the first POH was to present the Project Need, Problems and Opportunities and Alternative Solutions as well as provide the public with the opportunity to comment before the preferred alternative solution is finalized.

We encourage you to visit the project website [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca) and we thank you for your continued involvement in this study. Please do not hesitate to contact me at (705) 645-5992 or by email at [chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com) if you would like to discuss this project.

Sincerely,  
**AECOM Canada Ltd.**



Chris Stilwell, P. Eng.  
Consultant Project Manager  
[chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

CS:dc  
Encl.

cc: Craig Douglas, Manager of Design Services, District Municipality of Muskoka ([cdouglas@muskoka.on.ca](mailto:cdouglas@muskoka.on.ca))  
John Klinck, District Chair, District Municipality of Muskoka ([jklinck@muskoka.on.ca](mailto:jklinck@muskoka.on.ca))  
Tony White, Commissioner of Engineering and Public Works, District Municipality of Muskoka ([twhite@muskoka.on.ca](mailto:twhite@muskoka.on.ca))  
Graydon Smith, Mayor, Town of Bracebridge ([gsmith@bracebridge.ca](mailto:gsmith@bracebridge.ca))  
Steve Clement, District Councillor, Town of Bracebridge ([sclement@bracebridge.ca](mailto:sclement@bracebridge.ca))  
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Joan Flye ([j.flye@sympatico.ca](mailto:j.flye@sympatico.ca))

Table 1: Evaluation of Alternative Solutions

Evaluation Criteria	Do Nothing	Improve existing routes through realignment, intersection improvements, removing parking, and/or widening	New Corridor
Is it technically feasible?	<ul style="list-style-type: none"><li>• Yes</li><li>• The current situation is functioning</li></ul>	<ul style="list-style-type: none"><li>• No</li><li>• There is little right-of-way space available through the downtown area to widen existing roads (Manitoba St., Taylor Road)</li><li>• Existing roads such as Cedar Lane, and High Falls Road have challenging geometric features that cannot easily be improved</li></ul>	<ul style="list-style-type: none"><li>• Yes</li><li>• A new corridor is technically challenging from the perspective of topography and natural features</li><li>• A new crossing of the pipeline is required</li><li>• There is an opportunity to introduce a grade separation of the rail line</li></ul>
Will it improve traffic operations? Will it improve the town’s connections to Highway 11?	<ul style="list-style-type: none"><li>• No</li><li>• Traffic operations will deteriorate as Bracebridge continues to grow</li><li>• No new connection to Highway 11</li></ul>	<ul style="list-style-type: none"><li>• Potentially</li><li>• Traffic operations could potentially be improved marginally if the technical challenges were able to be overcome</li><li>• Connections to Highway 11 are not improved with this option</li></ul>	<ul style="list-style-type: none"><li>• Yes</li><li>• Traffic operations through Bracebridge and in the vicinity of the north corridor will be improved with the new corridor construction</li><li>• A new interchange with Highway 11 is feasible with the new corridor</li></ul>
Are the impacts to the natural, social and other environmental features largely mitigatable?	<ul style="list-style-type: none"><li>• No</li><li>• There are no impacts to the natural environment</li><li>• Impacts to the social environment include increased noise levels along existing roads</li><li>• Economic impacts would include congestion along downtown streets, which would lead people to avoid the area</li></ul>	<ul style="list-style-type: none"><li>• No</li><li>• There would be significant impacts to properties, homes and businesses adjacent to the road corridors to be widened. The character of Bracebridge would be impacted</li><li>• Removing on-street parking would impact adjacent businesses</li><li>• Natural features adjacent to or crossing the road corridors would be impacted (watercourse crossings, edge vegetation).</li></ul>	<ul style="list-style-type: none"><li>• Potentially. A detailed mitigation plan will be required.</li><li>• Improved traffic will encourage people to visit downtown, a positive effect</li><li>• The construction of a new corridor will have impacts on the natural environment (new watercrossings, loss of wetlands, vegetation and habitats)</li><li>• Some impacts to rural properties and hunt camps are possible</li></ul>
Summary	Does not address the problem or the opportunities.  Does not support future growth in Bracebridge.	Technical challenges and significant environmental impacts make this alternative undesirable	This alternative addresses the problem and the opportunities.  The adverse impacts will need to be examined in detail and eliminated or reduced to the extent feasible.
RECOMMENDATION	Carry Forward for comparison purposes	Do not carry forward	CARRY FORWARD AS THE PREFERRED SOLUTION



**From:** White, Tony [twhite@muskoka.on.ca]  
**Sent:** Wednesday, September 19, 2012 4:59 PM  
**To:** Stilwell, Chris  
**Subject:** FW: Bracebridge North Transportation Corridor

Hi Chris:

For your records.

Tony

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**From:** White, Tony  
**Sent:** September 19, 2012 9:13 AM  
**To:** Murphy, Alice  
**Cc:** Klinck, John; Colhoun, Bob; Clement, Steve; 'Ilgiaschi-pacini@bracebridge.ca'; Edwards, Allen; Smith, Graydon; Young, Scott; PHarding; RNishikawa; Claude Doughty; Young, Bob; Braid, Larry; Donaldson, Paisley; Cairns, Stephen; Green, Jim  
**Subject:** RE: Bracebridge North Transportation Corridor

Hi Alice:

Chris Stilwell at AECOM will respond to your enquiries pertaining to the Class Environmental Assessment process, and I will attempt to address your questions regarding submissions to the Engineering and Public Works Committee and the project budget.

Firstly, I would just like to make it clear that we are not involved in a road construction project at this time. The purpose of the project is to identify a corridor that will be protected from encroachment by new development so that a road may be built in the future, if and when it is required. Decisions regarding road construction will almost certainly be made by others, quite likely many years from now.

A summary of the history of transportation system planning in and around Bracebridge may be found in Report No. PW-8-2010-8 to the Engineering and Public Works Committee dated August 12, 2010. Obviously, this was during the last term of District Council, but the report was reconsidered by the current Committee as part of Report No. PW-1-2011-2 dated January 7, 2011.

Several studies completed since the mid 1990s have pointed to the eventual need for transportation routes around the urban area of Bracebridge, both to the north and to the south-west. For this reason, these routes have been identified conceptually in the Town's Official Plan for many years. However, it is not possible to protect specific corridors until such time as they have been clearly defined and documented through an environmental assessment process – in this case the Municipal Class Environmental Assessment (Class EA).

The south-west corridor was the subject of a Class EA process that concluded in 2008. A budget allocation was made to commence a similar process for the northern route in 2009. A key feature of the northern route is its connection with Highway 11. So, when the Ministry of Transportation of Ontario (MTO) announced that it was planning to review a previously approved interchange, it was decided to postpone the Class EA process for the north corridor until the Ministry had concluded its work. The MTO wrapped up its own environmental assessment process in 2011, following which it was decided to proceed with the Class EA for the north transportation corridor. The most recent report to the Engineering and Public Works Committee (numbered PW-11-2011-6 and dated August 23, 2011) pertained to the appointment of AECOM to provide the required professional consulting services.

Given the results of the previous studies and the inclusion of the route in the Town's Official Plan, it should come as no surprise that the assessment of general alternative solutions such as "Do Nothing", "Improve Existing Routes" and "New Corridor" identified the latter as the preferred solution. There was nothing new in this and, accordingly, reporting of this finding to the Engineering and Public works Committee was not deemed necessary. Of course, the Committee members were advised of the public meeting held on August 23, 2012, wherein the initial findings were presented. This is a very early stage in the five phase Class EA process and the Committee's endorsement of the findings is not normally sought until Phase 4, after all stakeholders have had an opportunity for input and an Environmental Study Report has been prepared.

With regard to the budget, as I mentioned above, this project has been identified in the Tax Supported Capital Budget and Forecast since 2009. It does not involve the creation of an asset, and is therefore included under the heading "Non-tangible Capital Projects" in the Roads Budget. The life to date budget is \$250,000 and the forecast calls for a further \$100,000 in 2013.

However, it is always difficult to predict the cost of environmental assessments because we never know how much work will have to be done to address concerns raised by stakeholders, or what work will be needed in response to initial findings.

As your communications with Chris Stilwell have evolved, the “Cc” list has expanded somewhat. While I am quite content for the preceding information to be made public, I felt that I should confine my distribution list to your colleagues on District Council and the District’s senior administrators. I will leave it to you to decide if my e-mail should be forwarded to others.

If I may be of any further assistance regarding this or any other matter, please do not hesitate to contact me.

Tony

A.J. (Tony) White, P.Eng.,  
Commissioner of Engineering and Public Works,  
The District Municipality of Muskoka,  
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Toll Free: 800.281.3483  
Fax: 705.645.7599  
[www.muskoka.on.ca](http://www.muskoka.on.ca)

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**From:** AMurphy [<mailto:AMurphy@muskokalakes.ca>]  
**Sent:** September 17, 2012 10:20 PM  
**To:** Stilwell, Chris  
**Cc:** Douglas, Craig; Klinck, John; Clement, Steve; 'Ilgiaschi-pacini@bracebridge. ca'; Edwards, Allen; Smith, Graydon; Young, Scott; White, Tony; Joan Flye; PHarding; RNishikawa; [allenflye@sympatco.ca](mailto:allenflye@sympatco.ca); [lindapots@hotmail.com](mailto:lindapots@hotmail.com); [escholz@vianet.ca](mailto:escholz@vianet.ca); [bamcnabb@bell.net](mailto:bamcnabb@bell.net); [pottery@muskoka.com](mailto:pottery@muskoka.com); [joanpaget@gmail.com](mailto:joanpaget@gmail.com); [jess\\_w98@hotmail.com](mailto:jess_w98@hotmail.com); [zandersherman@gmail.com](mailto:zandersherman@gmail.com); [wmoses@muskoka.com](mailto:wmoses@muskoka.com); [ses1033@gmail.com](mailto:ses1033@gmail.com); [rocogo@sympatico.ca](mailto:rocogo@sympatico.ca); [dmackay@muskokahighlands.com](mailto:dmackay@muskokahighlands.com); Claude Doughty; Young, Bob; Braid, Larry; Donaldson, Paisley; Cairns, Stephen  
**Subject:** Re: Bracebridge North Transportation Corridor

Dear Mr. Stilwell

Thank you for your response. You indicate that a qualitative evaluation of the alternative solutions was undertaken, including a series of questions formulated to best assess the positive and negative effects of each alternative solution and to determine whether an alternative would address the problems and opportunities of this study.

Can you please advise when the input of the Township of Muskoka Lakes was solicited regarding these alternatives? The only reference to this project that I have uncovered during this current term of District Council is an inclusion in the Capital Variance Budget Report as at August 2011: *PW-11-2011-6 appoints consultant to complete EA for the Bracebridge North Transportation Corridor. Expect completion Fall 2011. Total budget allocation \$100,000.*

I note from your website that the evaluation of alternative solutions was completed in the Spring of 2012. Was this presented to the District Public Works Committee? Would you please provide the Township with a copy of this report? Additionally I would appreciate the scope of total project cost involved as well as the underlying growth assumptions necessitating this type of capital investment.

Forgive me if I am asking for information previously received and apologies to all if I have copied you unnecessarily.

Regards,  
Alice Murphy

September 19, 2012

Alice Murphy  
Mayor  
Township of Muskoka Lakes  
Email: [AMurphy@muskokalakes.ca](mailto:AMurphy@muskokalakes.ca)

Dear Mayor Murphy:

**Project No: 60241537**

**Regarding: Bracebridge North Transportation Corridor**

Thank you for your email dated September 17, 2012 regarding the Bracebridge North Transportation Corridor Class Environmental Assessment (EA) Study.

Tony White will address your questions regarding submissions to the District Engineering and Public Works Committee and the project budget. We are responding to your enquiries pertaining to the Class Environmental Assessment process and specifically two of your requests as follows:

1. *Can you please advise when the input of the Township of Muskoka Lakes was solicited regarding these alternatives?*

The following notifications regarding the project, with two of them specifically referencing the alternatives, were sent to the Township:

- Initial letter to the Township of Muskoka Lakes, Walt Schmid, Chief Administrative Officer, on April 16, 2012 (copy attached for your information);
- Presentation to Township of Muskoka Lakes Council on June 19, 2012 (a copy of the material was left with the Township after the presentation but we have attached another copy here as well); and,
- Notice letter for the Public Open House (POH) # 1 to Township of Muskoka Lakes, Walt Schmid, Chief Administrative Officer, on August 8, 2012 (copy attached for your information).

In addition to the specific notifications to the Township, the following is a listing of general notifications that were intended to inform a broad range of interested parties including the Township:

- Initial project commencement notice (newspaper) was advertised February 17 and 24, 2012 (Muskoka Weekender) and February 22 and 29, 2012 (Bracebridge Examiner);
- General notice of POH # 1 in website and newspapers on Friday, August 10 (Muskoka Weekender), Wednesday, August 15 (Bracebridge Examiner), Friday, August 17 (Muskoka Weekender) and Wednesday, August 22 (Bracebridge Examiner);
- The project website went live mid-February 2012 and at that time a Notice of Commencement was posted. There was also some limited information available on Study Overview, Consultation, Schedule and Contact Us. Additional information was posted before POH # 1 and is currently being updated with Study Documentation and Frequently Asked Questions.



2. *the underlying growth assumptions necessitating this type of capital investment*

For this study, we have used growth factors for traffic volume based on historical data. The general overall growth factor was shown in the attached presentation to Muskoka Lakes Council. More detailed information was given in the presentation materials for POH # 1 that was also posted to the project website. A copy of the presentation materials from POH # 1 relating to this is attached.

We note that the current growth factors are consistent with previous transportation studies for the north and west arterials including a 1994 report by TSH entitled "Town of Bracebridge Transportation Study" and a 2000 report by MRC entitled "West Bypass Arterial Study, Need and Justification Update and Feasibility Assessment". In our analysis, we considered growth rates of 1, 2 and 3%, which is consistent with the MRC report that indicates that "the 3% per annum growth rate is based on the historical growth in AADT and SADT observed on Highway 11 through Bracebridge between 1992 and 1996 and is consistent with the 2.5% per annum external growth rates that were used in the 1994 Transportation Study".

We encourage the public to continue to be involved in the Class EA process through the formal contact opportunities including Open Houses and through the project website at [www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca).

We also welcome the continued input from the Township.

Please do not hesitate to contact me at (705) 645-5992 if you would like to discuss this project.

Sincerely,  
**AECOM Canada Ltd.**



Chris Stilwell, P. Eng.  
Consultant Project Manager  
[chris.stilwell@aecom.com](mailto:chris.stilwell@aecom.com)

CS:sc  
Encl.

CC: Craig Douglas (cdouglas@muskoka.on.ca)  
John Klinck (jklinc@muskoka.on.ca)  
Tony White (twhite@muskoka.on.ca)  
Graydon Smith (gsmith@bracebridge.ca)  
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## Other Consultation

March 5, 2014

Dear \_\_\_\_\_:

**Project No: 60241537**

**Regarding: District Municipality of Muskoka, Bracebridge North Transportation Corridor  
Class Environmental Assessment (EA) Study**

Following the presentation of our technically “preferred” alternative at the Public Open House held on October 17, 2013, we received feedback from some property owners expressing concern about the fragmentation of their lands. We used this feedback to prepare a new route segment in the area of concern. The proposed route segment (entitled Segment S2-E) reduces property fragmentation by running along property lines, wherever possible, north of High Falls Road, rather than through the previously impacted properties.

This new route segment has been evaluated by the study team, and is now identified as the “preferred” alternative in this area. As a recipient of this letter, your property has been identified as being adjacent to the new technically preferred route for the proposed North Transportation Corridor. A map of the new segment is included in this letter. As noted above, the study team made every effort to ensure that properties in this area were as minimally impacted as possible.

As always, our study website ([www.bracebridge-ntc.ca](http://www.bracebridge-ntc.ca)) is a valuable resource for anyone interested in the ongoing study process and we endeavour to keep it up to date for your use. Information about the new technically preferred route can be found there, as well as pertinent specialist reports.

There is an opportunity at any time during the EA process for interested persons to provide comments. Any comments received pertaining to the study will be collected under the *Environmental Assessment Act* and, with the exception of personal information, will become part of the public record.

At this time, it is anticipated that the Environmental Study Report (ESR) will be available for public review by late spring. Notification of the Filing of the ESR will occur at that time by letter (to those on our mailing list), as well as being published in local newspapers and on the study website. During the review period, interested persons are encouraged to read the ESR and provide comments to members of the study team.



If, at that time, concerns regarding this project cannot be resolved in discussion with the District, a person/party may request that the Minister of the Environment make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as Part II Order). The Part II Order request must be received by the Minister of the Environment during the 30 day review period and a copy of the request should be forwarded to the District Municipality of Muskoka. If there are no requests received by the end of the review period, the project will be considered to have met the requirements of the Municipal Class EA, and the project will proceed as presented in the ESR. These instructions will also be included in the Notice of Filing of the ESR.

Please contact one of the following team members to receive further information, or to be removed from our Project mailing list:

**Craig Douglas, P Eng.**

District Municipality of Muskoka  
Manager of Engineering Services  
70 Pine Street  
Bracebridge, ON P1L 1N3  
Phone: 705-645-6764  
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**Chris Stilwell, P. Eng.**

Consultant Project Manager  
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Sincerely,  
**AECOM Canada Ltd.**



Chris Stilwell, P. Eng.  
Project Manager

CS:cg  
Encl.

cc: Craig Douglas, Manager of Engineering , District Municipality of Muskoka  
Valerie McGirr, Deputy Project Manager, AECOM



