

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 705 645 5992 tel Bracebridge, ON, Canada P1L 1R1 705 645 1841 fax www.aecom.com

Project Number: 60241537

Date: September, 2012

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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.** 

Chip & Stilwell

Chris Stilwell, P. Eng. Consultant Project Manager 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

Danielle Chartrand Environmental Planner

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**Report Reviewed By:** 

Valerie McGirr, P. Eng Consultant Deputy Project Manager

Chin f. Stilwell

**Report Reviewed By:** 

Chris Stilwell, P. Eng Consultant Project Manager

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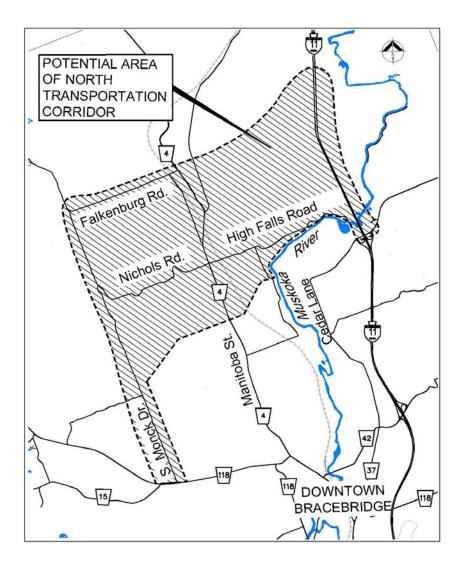
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### 1. INTRODUCTION

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: <u>www.bracebridge-ntc.ca</u>. 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 <u>www.bracebridge-ntc.ca</u>. 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 Sta	keholders				
Hammond Transportation Ltd.	Muskoka Heritage Foundation				
Muskoka Business Development Foundation	Muskoka Heritage Trust				
Muskoka Sno-Bombers Inc.	Ontario Northland Bus Service				
Muskoka Snowmobile Region					
Schoo	ol Boards				
Trillium Lakelands District School Board	Simcoe Muskoka Catholic District School Board				
Utili	ties				
Bell Alliant Regional Communications, L.P.	Hydro One Networks Inc.				
Cogeco	Union Gas Limited				
Lakeland Power Distribution Ltd.	TransCanada PipeLines Limited				
First N	lations				
Aboriginal Affairs and Northern Development Canada     Moose Deer Point First Nation					

Ministry of A	boriginal Affairs	•	Wahta Mohawks (Mohawks of Gibson)
Métis Nation	n of Ontario	•	Wasauksing First Nation

### 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.

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
<ul> <li>Concerned about impacts on and loss of natural habitat</li> </ul>	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
<ul> <li>Inquired about cost of project and if traffic volumes justified the cost</li> </ul>	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

#### Table 2. Summary of Comments

### 5. CONCLUSION

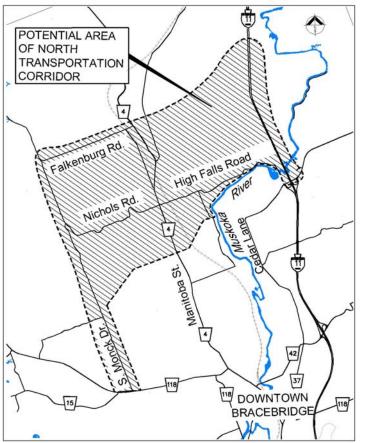
Many people who attended the Public Open House provided input with concerns and questions. Attendees reviewed the information available on the presentation boards and many took a copy of the presentation material home with them. Many people were interested in the alternative designs that will be presented 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.

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

# Appendix A

Notice of Public Open House #1 Sample Letter of Notification for POH #1 sent to Agencies 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: <u>www.bracebridge-ntc.ca</u>

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 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 <u>chris.stilwell@aecom.com</u>



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

705 645 5992 tel 705 645 1841 fax

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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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: <u>cdouglas@muskoka.on.ca</u> 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

Sincerely, AECOM Canada Ltd.

Chip & Stilwell

Chris Stilwell, P. Eng. Project Manager

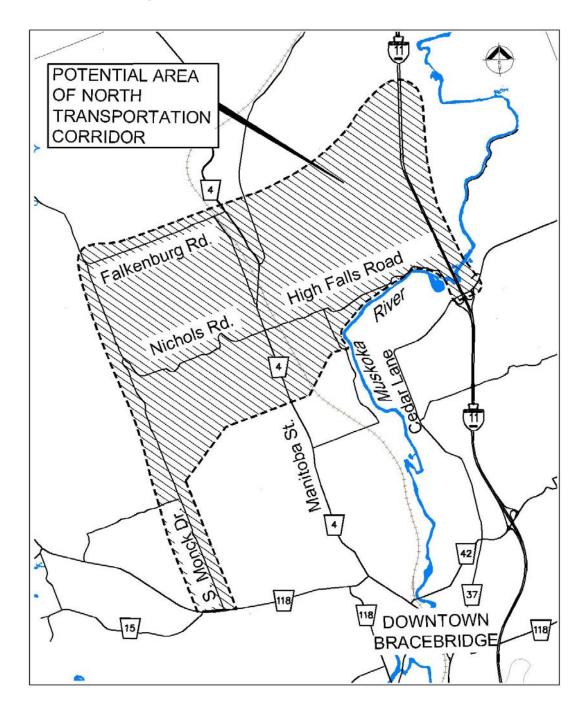
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cc: Craig Douglas, Project Manager, District Municipality of Muskoka Valerie McGirr, Deputy Project Manager, AECOM



### **KEY PLAN**

**Bracebridge North Transportation Corridor** 



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

# Appendix B

Display Material for Public Open House #1



# WELCOME to **PUBLIC OPEN HOUSE #1** for the BRACEBRIDGE NORTH TRANSPORTATION CORRIDOR **CLASS ENVIRONMENTAL ASSESSMENT STUD**





# 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





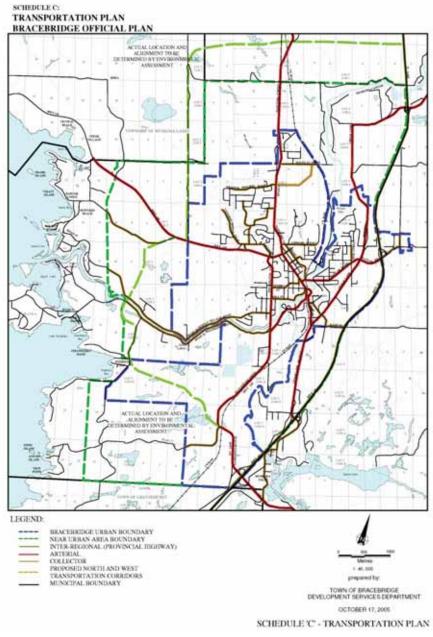
# Study Background

- 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

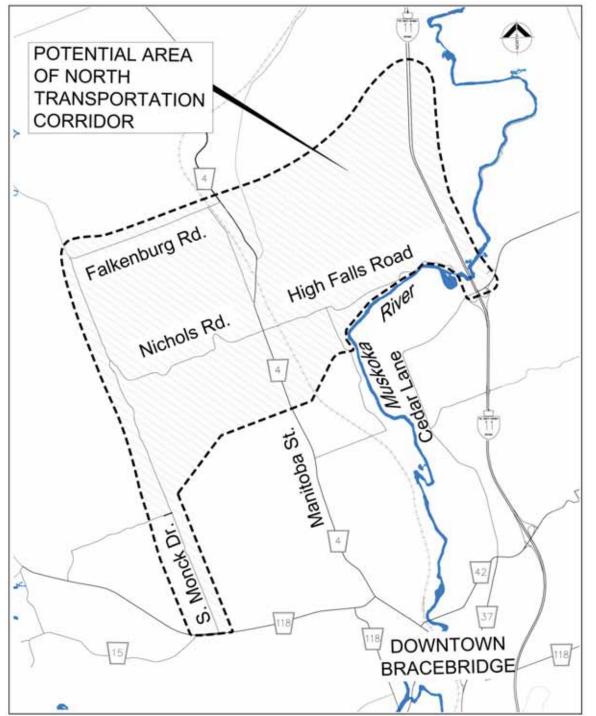
# Study Purpose

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- 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



#### Bracebridge North Transportation Corridor



# **Study Area**





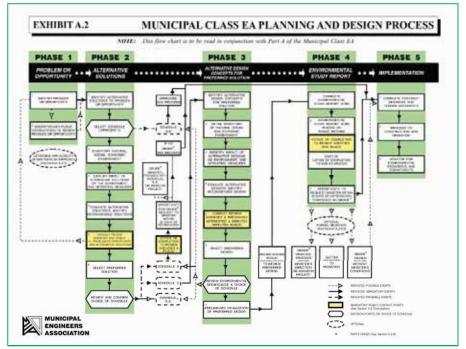


### Bracebridge North Transportation Corridor

# **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



Municipal Class FA. October 2000 as amended in 2007 & 2011







# **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)



### Bracebridge North Transportation Corridor









# Consultation

- Public Open Houses (POH)
  - POH #1 Alternative Solutions
  - POH #2 Alternative Designs and Recommended Plan
- Website at <u>www.bracebridge-ntc.ca</u>
- 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





# 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

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THE DISTRICT OF MUSKOKA

# **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 11	8)		
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





# **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.





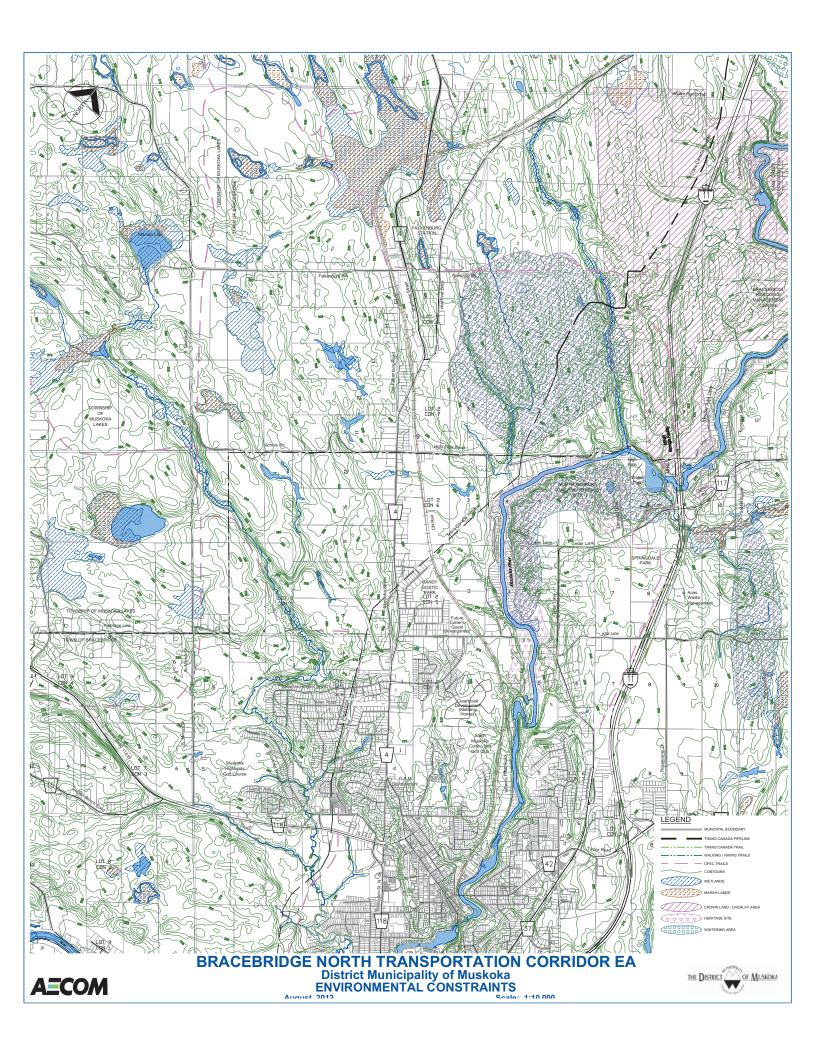
# **Problems and Opportunities**

# 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





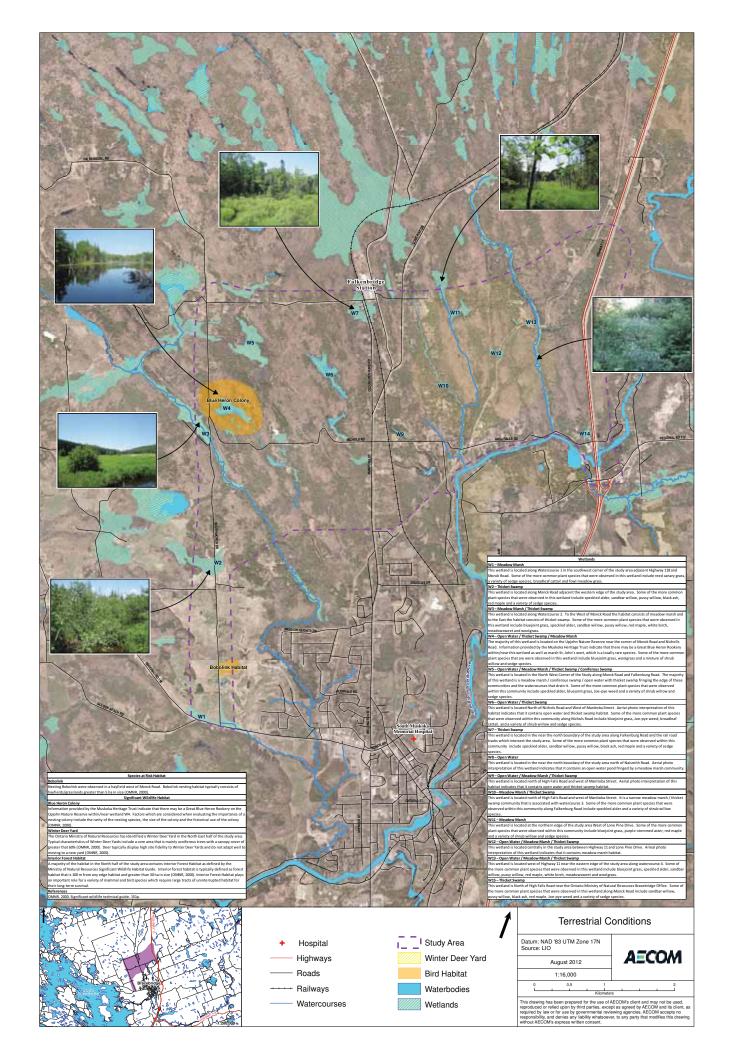


# THE DISTRICT

# **Environmental Conditions – Terrestrial**

- The Bracebridge North Transportation Corridor 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 Monck Road.
- Significant wildlife habitat that is present within the forested northern half of the study are includes:
  - colonial bird nesting sites (great blue heron rookery);
  - winter deer yard; and
  - habitat for area sensitive species.



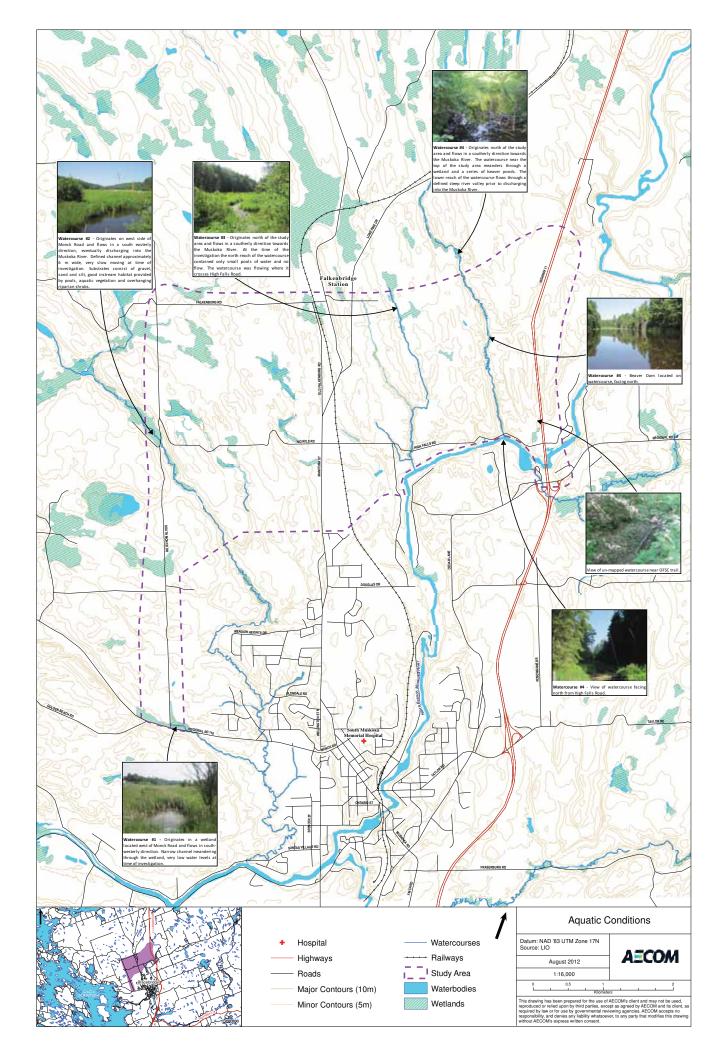




# **Environmental Conditions – Aquatic**

- The Bracebridge North Transportation Corridor 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 study area and is the receiving water body of all four watercourses in the study area.





#### **Bracebridge North Transportation Corridor**



# 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><li>Yes</li><li>The current situation is functioning.</li></ul>	<ul> <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> <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> <li>No</li> <li>Traffic operations will deteriorate as Bracebridge continues to grow.</li> <li>No new connection to Highway 11.</li> </ul>	<ul> <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> <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> <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> <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> <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



# **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









THE DISTRICT

# 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.



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

# 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

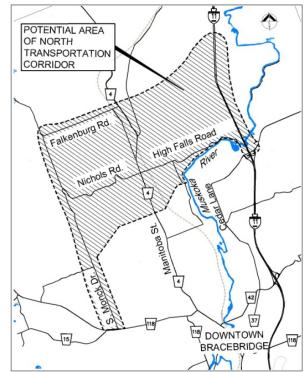
This long term transportation planning study is being carried out as a Schedule 'C' project under the Municipal Class Environmental Assessment document.

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 <u>www.bracebridge-ntc.ca</u>
- 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:
Project Initiation	January 2012
Project Need/Alternative Solutions	Winter-Spring 2012
Existing Conditions	Spring-Summer 2012
POH #1	August 2012
Alternative Routes/Designs	Summer-Fall 2012
Functional Design for Recommended Plan	Fall 2012 - Winter 2013
Environmental Study Report	Fall 2012 - Winter 2013
POH #2	Winter 2013
Presentation to Council	Winter 2013
ESR Public Review	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
Is it technically feasible?	<ul> <li>Yes</li> <li>The current situation is functioning.</li> </ul>	<ul> <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> <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> <li>No</li> <li>Traffic operations will deteriorate as Bracebridge continues to grow.</li> <li>No new connection to Highway 11.</li> </ul>	<ul> <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> <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> <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> <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> <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.		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





# **ENVIRONMENTAL CONDITIONS**

- 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**

- 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**

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: <u>cdouglas@muskoka.on.ca</u>



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

# Appendix D

**Comment Sheets** 

#### 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** 

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. Chris Stilwell, P. Eng. **District Municipality of Muskoka Consultant Project Manager Manager of Design Services AECOM** 70 Pine Street 345 Ecclestone Drive Bracebridge, ON P1L 1N3 Bracebridge, ON P1L 1R1 Phone: 705-645-6764 Phone: 705-645-5992 ext. 3252012 Toll Free: 1-800-281-3483 Fax: 705-645-1841 Fax: 705-645-7599 E-mail chris.stilwell@aecom.com E-mail: cdouglas@muskoka.on.ca

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# **COMMENT SHEET**

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

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Pluon add me to the mailing list

Add to Mailing List

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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,

ΑΞϹΟΜ

AECOM 345 Ecclestone Drive 705 645 5992 tel Bracebridge, ON, Canada P1L 1R1 705 645 1841 fax www.aecom.com

# **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 re please advise. Otherwise it will be assumed that the cor			

#### 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.

ΑΞϹΟΜ

AECOM 345 Ecclestone Drive 705 645 5992 tel Bracebridge, ON, Canada P1L 1R1 705 645 1841 fax www.aecom.com

# **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 <u>exec.dir@muskokaheritage.org</u>



#### MUSKOKA Heritage trust

11-B Taylor Road, Box 482 Bracebridge, Ontario P1L 1T8 T: 705-645-7393 F: 705-645-7888 E: trustinfo@muskokaheritage.org www.muskokaheritage.org Charitable BN 8904088838R0001

#### 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,

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Kristie Virgoe Executive Director Muskoka Heritage Trust

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September 4, 2012

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 a

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.

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- 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.

- 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.

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

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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** 

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 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

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.