

6th Line Municipal Class Environmental Assessment

County Road 27 to St John's Road
Town of Innisfil, ON

September 6, 2016

**APPENDIX B:
AGENCY AND FIRST NATIONS
CONSULTATION**

Sixth Line EA – Key Agency Contacts

Organization	Name	Position
Ministry of the Environment and Climate Change	Chunmei Liu	Environmental Resource Planner and EA Coordinator
Ministry of the Environment and Climate Change	Brad Allen	Senior Environmental Officer
Ministry of Natural Resources and Forestry	Kim Benner	District Planner – Midhurst
Ministry of Natural Resources and Forestry	Maria Jawaid	A/District Planner
Ministry of Natural Resources and Forestry	Amanda McLachlan	District Planner – Midhurst
Ministry of Transportation	Justin White	Project Engineer
Ministry of Transportation	Peter Dorton	Senior Project Engineer
Ministry of Agriculture, Food, and Rural Affairs	John O'Neill	Rural Planner
Ministry of Tourism, Culture, and Sport	Rosi Zirger	Heritage Planner
Ministry of Municipal Affairs and Housing	Caroline Samuel	Senior Planner
Metrolinx / GO Transit	Jason Ryan	Manager, Environmental Programs Capital Infrastructure
Metrolinx / GO Transit	Joshua Engel-Yan	A/Manager, Strategic Policy and Systems Planning
Infrastructure Ontario	Lisa Myslicki	Environmental Coordinator
Nottawasaga Valley Conservation Authority	Barb Perrault	Manager, Regulations and Enforcement
Lake Simcoe Region Conservation Authority	Rob Baldwin	Director, Planning and Development Services
Lake Simcoe Region Conservation Authority	Tom Hogenbirk	Manager, Engineering and Technical Services
Lake Simcoe Region Conservation Authority	Lisa-Beth Bulford	Development Planner
Environment Canada	Rob Dobos	Manager, Environmental Assessment Section
Transport Canada	Monique Mousseau	Regional Manager, Environmental Affairs, Programs Branch
Aboriginal Affairs and Northern Development Canada	Allison Berman	Regional Subject Expert
Canadian Pacific Railway	Matt Foot	Service Area Manager, Engineering Operations
CN Great Lakes	Stefan Linder	Engineering Services

Organization	Name	Position
Simcoe County District Scholl Board	Holly Spacek	Senior Planner
Simcoe Muskoka Catholic District School Board	Kristin Pechkovsky	Planning Officer
Simcoe Muskoka Catholic District School Board	Bill Kemeny	Senior Public Health Inspector, Safe Water Program
Town of Innisfil	Jonathan Pegg	Fire Chief
Town of Innisfil	Richard Beazley	Chief of Police
Town of Innisfil	Peter Tozer	Simcoe County Paramedic Services
Simcoe County Student Transportation Consortium	Renee Paulson	Transportation Coordinator
County of Simcoe	Deborah Korolnek	General Manager of Engineering, Planning, and the Environment
County of Simcoe	Nathan Westendorp	Planner III
County of Simcoe	Julie Scoton	Engineer

The following summarizes meetings with individual agencies and stakeholders throughout the duration of the 6th Line Environmental Assessment Study. Key correspondence and meeting minutes are included in this appendix. Records of all correspondence and meetings are documented in the Town's project file.

Lake Simcoe Region Conservation Authority (LSRCA) Meetings:

- Coordination Meeting: February 24, 2015
- Coordination Meeting: February 22, 2016

Nottawasaga Valley Conservation Authority (NVCA) Meetings:

- Coordination Meeting: February 24, 2015
- Coordination Meeting: February 22, 2016

Ministry of Natural Resources and Forestry Meetings:

- Coordination Meeting: February 29, 2016

Ministry of Transportation Meetings:

- Telephone Call: May 25, 2015

Metrolinx Meetings:

- Telephone Call: January 21, 2015

Developer Meetings:

- Meeting with Sleeping Lion Developer and Town of Innisfil: October 28, 2014



Meeting Notes

Project:	Town of Innisfil – 6th Line Municipal Class EA (County Road 27 to St. John's Road)	
Subject:	Meeting with Lake Simcoe Region Conservation Authority (LSRCA)	
Date:	Tuesday, February 24, 2015	
Time:	2:00 pm – 4:00 pm	
Location:	HDR Boardroom, 100 York Boulevard, Suite 300, Richmond Hill, ON L4B 1J8	
Attendees:	Lisa-Beth Bulford	Development Planner, LSRCA
	Tom Hogenbirk	Manager of Engineering and Technical Services, LSRCA
	Shauna Fernandes	Natural Heritage Ecologist, LSRCA
	Scott MacKenzie	Town of Innisfil
	Cheryl Murray	HDR
	Veronica Restrepo	HDR
	Michelle Li	HDR
	Matthew Darling	HDR
	Katherine Bibby	LGL
Distribution:	All Attendees	
	Tyrone Gan	HDR

Item	Topic	Action Items For
1	<p>Introductions</p> <p>Introductions were made by all attendees.</p>	
2	<p>Project Status</p> <p>Cheryl Murray provided an overview of the project. Only a portion of the project is within the LSRCA boundaries, and we will only generally discuss that area –Yonge Street to St John’s Road. Cheryl alerted LSRCA that HDR had met with Nottawasaga Valley Conservation Authority (NVCA) earlier in the day to discuss the segment west of Yonge Street to County Road 27.</p> <p>Based on traffic analysis, only 2 lanes are warranted between County Road 27 and 20th Sideroad until 20 year traffic growth and an interchange at Highway 400 occur. East of 20th Sideroad, there is on-going residential development that was driving the need for roadway expansion much earlier in this segment. In general, the project is being evaluated in two parts because the needs of the areas are different.</p>	



Item	Topic	Action Items For
	<p>From Yonge Street to 20th Sideroad, this EA will generally recommend a 2 lane design with active transportation facilities and additional turn lanes at intersections if required, but will protect for the ultimate 4 lane right-of-way (ROW). This approach will accommodate the long-term growth and accommodation of a potential interchange at Highway 400 through the right of way protection, but will also support the shorter term interim conditions for reconstruction of the existing roadway within the shelf-life of the current study. The recommendations of this study propose that the reconstruction follows the existing roadway profile, to the greatest extent possible except in areas that do not currently meet geometric standards or where shifting further minimizes impacts to the human or natural environment.</p> <p>From 20th Sideroad to St. John’s Road, the area is already in transition from agricultural to residential, and the needs for wider, urbanized roads are identified. This segment will require sidewalks, multi-use paths, traffic signals, illumination, and a closed stormwater collection system to address its short and long term needs. The study will recommend reconstruction to 4 lanes, with turn lanes being provided at intersections to be completed within the next 10 years. This area includes the Sleeping Lion development.</p> <p>HDR presented typical cross-sections to the public in December 2014 and is working with the Town of Innisfil to develop the design for the corridor.</p> <p>Only a general footprint for a typical 2 lane cross-section was developed for the conservation authority meeting between Yonge Street and 20th Sideroad, but a more developed footprint was presented between 20th Sideroad and St. John’s Road. The study team is interested in knowing LSRCA’s concerns so they can be incorporated into the design. There are opportunities to implement “constrained cross-sections” through sensitive areas, as well as introducing subtle shifts in the horizontal alignment to avoid features on one side of the road.</p> <p>The goal is to file the ESR in early fall 2015.</p>	
3	<p>Available data and outstanding data requests</p>	
	<p>LGL is waiting for LSRCA to provide data for the EA’s natural heritage Assessment. <i>Shauna will follow up with Frank at LSRCA.</i></p>	LSRCA
	<p><i>Watercourse locations are to be verified by LGL when field work is completed in the spring.</i></p>	LGL
4	<p>Overview of natural features, preliminary design options, and discussion of concerns and potential mitigation</p>	
	<p>The main constraints for the 6th Line corridor from a natural environment perspective are watercourses (coldwater habitat), wetlands, and wooded areas. The group reviewed the corridor between Yonge Street and St. John’s Road, which marks the jurisdictional boundary between LSRCA and Nottawasaga Valley Conservation Authority (NVCA), and discussed constraints and design options at specific locations. Suggested alignment shifts and design considerations to avoid or minimize impacts to wetlands, watercourses, or wooded areas were marked on large design roll plans. <i>HDR will incorporate these suggestions into the design.</i></p>	HDR
	<p>In general:</p>	
	<ul style="list-style-type: none"> • Where there are existing features (wetlands, wooded areas) on both sides of the 	



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road, LSRCA agrees that it is preferred to shift the road alignment away from the larger feature if possible, to maintain the size and function of the larger feature and concentrate impacts on the side with the smaller, already fragmented feature. The only exception would be where the edge of the smaller feature contains species of high significance, which might warrant equal impacts on both sides of the road or alignment shift in the opposite direction. However, this is not anticipated to be the case as these edges are likely already disturbed.

- Any culverts at watercourse crossings and wetlands (including equalization culverts) should be maintained or enhanced. *HDR will conduct a culvert assessment*, and determine if existing culverts are adequately sized and in good condition, or if they need to be replaced. *Scott MacKenzie will follow up with Town staff* to see if any culvert reports are available, and if they know of any areas along the corridor that tend to experience flooding.
- Through constrained areas west of 20th Sideroad, a vee ditch (semi-rural cross-section) is proposed in lieu of a wider rural cross-section with full roadside ditch, in order to have a smaller footprint.
- Where impacts cannot be avoided, design should consider enhancements to offset these impacts. Enhancements will be considered either at the location where impacts are anticipated to occur, or elsewhere along the corridor as appropriate.

HDR

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Typical Cross-Sections:

- West of 20th Sideroad, a 2-lane rural cross-section is proposed.
- East of 20th Sideroad to west of St. John’s Road, a 4-lane urban cross-section with multi-use path, sidewalk, curb and gutter is proposed.
- West of St. John’s Road to St. John’s Road, the 4-lane cross-section will taper back to a 2-lane cross-section at the intersection.

Yonge Street Intersection:

- LSRCA agreed that a shift to the north is preferred at this location in order to avoid impacts to woodlot and cemetery on the south side. This will result in property impacts on the north side.

Little Cedar Point PSW:

- HDR presented an oral summary of options that were considered when determining the alignment and cross-section through this area. These included: widening equally about the existing roadway centerline; a shifted roadway centerline that widened primarily to the north and away from the PSW; a cross section that included a sidewalk along the PSW; a cross section that did not include a sidewalk along the PSW; 3:1 roadside slopes; and 2:1 roadside slopes.
- Based on the options that were evaluated by HDR, a constrained cross-section with no sidewalk on the south side, a vee ditch at the toe of a 2:1 slope, and a northerly shifted alignment is proposed adjacent to the PSW. This will allow for a narrower cross-section, minimizing the footprint and potential impacts in the PSW and shifting impacts to the north. The roadway will have a closed catch basin/pipe network stormwater collection system so that roadway run-off will no longer shed directly into the PSW. A narrow vee ditch at the toe of slope will be graded to capture any run-off from the vegetated roadside slope before entering the PSW.
- Although impacts to the PSW cannot be completely avoided as the wetland is adjacent to the existing road platform, and within the road right of way, LSRCA is reasonably satisfied that the 6th Line EA team has looked at options that minimize

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- the footprint in the PSW.
- The south side of the road is critical at this location because of the wetland and the watercourse may be located along the existing roadway ditch. LSRCA is concerned about the potential connection between the PSW and Cedar Creek. If the creek runs along the roadside ditch to connect to the wetland, this drainage pattern will need to be maintained in a similar manner, as the main goal is to maintain the existing form and function of any natural features. *The exact watercourse alignment and drainage pattern will be verified as part of LGL’s spring fieldwork.* LGL
- LSRCA is also concerned about potentially draining the wetland through deep servicing. LSRCA has provided comments to Sleeping Lion, and *Lisa-Beth Bulford will forward those comments to the 6th Line EA team.* LSRCA*

Rural Stormwater Management (Yonge Street to 20th Sideroad)

- The stormwater will be captured and treated in roadside, vegetated ditches, discharging to natural drainages. The study proposes the use of appropriate BMPs along the corridor.

Urban Stormwater Management (20th Sideroad to St. John’s Road):

- The stormwater water in the urbanized section will be analyzed and managed in relation to their respective drainage basins. The drainage basins are generally: 20th Sideroad to GO Rail, GO Rail to Cedar Creek crossing, and Cedar Creek crossing to St. John’s Road.

20th Sideroad to GO Rail

- Between the 20th Sideroad and the GO Rail line, the EA study team was considering a pond on the south side of 6th Line generally near the railroad corridor. LSRCA noted that their preference for treatment would be LID approaches – filtration and infiltration, followed by the less preferred ponds and as a last resort OGSs. LSRCA is currently updating their policy to move away from ponds.
- It was also noted that the future Alcona servicing area (between 20th Sideroad and GO Rail) will have water/sewer servicing provided. Proximity of new stormwater features to existing water wells should be considered as part of the design along the corridor.

GO Rail to Cedar Creek

- The stormwater run-off generated on 6th Line between the GO Rail line and Cedar Creek will be incorporated into the treatment and storage ponds being developed as part of the Sleeping Lion Development.
- The locations for the stormwater management ponds associated with the Sleeping Lion development were discussed. There is one proposed on the south side west of the PSW which will discharge into the Cedar Creek wetland, and one on the north side, east of the PSW which will discharge into Cedar Creek.
- LSRCA expressed concern over additional water being diverted into Cedar Creek as a result of the changes caused by the development. Cedar Creek corridor has not been analyzed to determine if it is capable of accepting additional flows, but that the discharges from the Sleeping Lion pond into the creek will be addressed with LSCRA reviews of the development.

Cedar Creek to St. John’s Road

- HDR presented several options being considered to treat and discharge the water



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	<p>in this basin. These include a pond near the future sanitary pumping station, discharge to an open ditch and into Cedar Creek, a pipe conveyance system flowing southerly on St. John’s Road and discharging into Cedar Creek, and a pipe conveyance system flowing southerly on St. John’s Road and discharging directly into Lake Simcoe. HDR provided drainage sketches showing the alternatives. <i>The Town had not reviewed the alternatives yet, and will need to confirm property ownership at specific locations.</i></p> <ul style="list-style-type: none"> • The existing roadway sheds run-off to the adjacent properties without treatment. Nearer to St. John’s roadway, there is a small roadside ditch that generally conveys water towards St. John’s, then southerly to Cedar Creek, and into Lake Simcoe. • LSRCA noted that a piped conveyance system that runs southerly on St. John’s Road and then through municipal right of way discharging directly into the lake is preferred over discharging into Cedar Creek since the creek has not been analyzed to determine if it can take the additional volume. They believe that there is also an opportunity for net improvements for treating stormwater as a result of the proposed improvements. • Phosphates in the stormwater are the main concern to LSRCA. • HDR asked if LSRCA will consider allowing a pond if the contributing drainage area is less than 5.5 ha, or the typical basin area needed to maintain a year-round pool and wet pond. LSRCA responded that they would allow a pond for the drainage basin, and that they were generally leaning away from these requirements both because they would like to look at options that are not ponds, and that ponds with standing water have other issues – bugs, algae, etc. • One alternative not previously considered but suggested during discussion was having a flow splitter and a dry pond or treatment swale with non-manicured wetland vegetation. The splitter would be contained in a roadway manhole near the St. John’s intersection, routing the water quality flows to a swale in the Town’s property near the proposed sanitary pumping station. The high flows would be routed to the pipe network in St. John’s Road flowing southerly towards a discharge point into Lake Simcoe. LSRCA provided an example where this was done on Bayview Parkway in Newmarket, north of the LSRCA offices. A linear facility is also preferred over a pond as it provides a net improvement for water quality treatment. <i>HDR will review the feasibility to incorporate this approach, and other suitable treatment options.</i> • LSRCA noted that if flow is not going through private properties, quantity does not need to be controlled. <p>Pavement:</p> <ul style="list-style-type: none"> • LSRCA asked if this project would consist of full reconstruction or only re-pavement. Although the geotechnical recommendations would determine if full reconstruction of the pavement is required, Scott MacKenzie clarified that the Town plans to bring servicing up to 5th Sideroad in the next five years. Therefore, the majority of the corridor will consist of full reconstruction to repair areas with new water/sewer facilities being placed. 	TOI
		HDR
5	Next Steps	LSRCA LGL
	<ul style="list-style-type: none"> • LSRCA will provide outstanding data to LGL. • LGL will conduct field work in the spring, including breeding bird surveys and amphibian surveys, and confirm watercourse alignment. 	



<i>Item</i>	<i>Topic</i>	<i>Action Items For</i>
	<ul style="list-style-type: none">HDR will develop the designs based on these discussions and LSRCA's suggestions, and will provide design concepts for LSRCA to review and provide comments.All future coordination with LSRCA will take place through Lisa-Beth Bulford.	HDR
6	<p>* Post-Meeting Notes</p> <p>The following has been clarified following the February 24, 2015 meeting:</p> <ul style="list-style-type: none">The Town does not have a culvert inventory for older roads such as 6th Line. Flood prone areas are being identified by Town staff.HDR received LSRCA's comments re: Sleeping Lion from the Town of Innisfil on March 23, 2015.	

Meeting Notes

Project: Town of Innisfil – 6th Line Municipal Class EA (County Road 27 to St. John's Road)

Subject: Meeting with Nottawasaga Valley Conservation Authority (NVCA) and Lake Simcoe Region Conservation Authority (LSRCA)

Date: Monday, February 22, 2016

Time: 9:30 am – 11:30 am

Location: Town of Innisfil Office (2101 Innisfil Beach Road), Community Room A

Attendees:	Barb Perreault	Manager, Regulations & Enforcement, NVCA
	Tom Reeve	Water Resource Engineer, NVCA
	Ian Ockenden	Watershed Monitoring Specialist, NVCA
	Shauna Fernandes	Natural Heritage Ecologist, LSRCA
	Lisa-Beth Bulford	Development Planner, LSRCA
	Ken Cheney	Conservation Engineer, LSRCA
	Scott MacKenzie	Town of Innisfil
	Cheryl Murray	HDR
	Veronica Restrepo	HDR
	Joseph Cavallo	LGL

Distribution: All Attendees

Item **Topic**

1 **Introductions**

Introductions were made by all attendees.

2 **Project Status**

Cheryl Murray provided an overview of the project and described the two distinct segments within the study area, between County Road 27 and 20 Sideroad, and between 20 Sideroad and St. John's Road.

Since the last set of meetings with the conservation authorities in February 2015, the project team has revisited the traffic analysis and concluded that only 2 lanes are required at this time between County Road 27 and 20 Sideroad (as opposed to 4 lanes previously proposed east of 5 Sideroad).

The goal is to file the ESR in Spring 2016.

3 **Proposed Design**

The project team described the proposed designs along the study corridor. In general, the horizontal

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design philosophy was to widen equally about the centreline to minimize impacts beyond the existing ROW and already disturbed edges. The project team then reviewed environmental constraint locations and modified the design by shifting the road centreline away from the environmentally sensitive areas. The typical cross-section was also modified at highly constrained locations, where the road footprint was narrowed to minimize impacts to features on both sides of the street.

The designs were also modified based on discussions with individual property owners, as follows:

- **At 5 Sideroad:** there are existing built heritage properties on both sides of the street. The property on the south side would be significantly impacted even if the design consisted of widening about the centreline. Based on discussions with both property owners, it was decided to shift the road centreline to the south – this results in additional impacts to the property on the south side (the entire property would need to be acquired), and avoids impacts to the property on the north side. Both property owners agreed with this design.
- **Yonge Street:** there is a cemetery at the southwest quadrant of the intersection. In order to avoid impacts to the cemetery, road widening results in impacts to the property on the northwest quadrant of the intersection. The project team met with the property owner and discussed the options and implications. The property owner understands that these impacts are unavoidable, and their property would also be impacted by future work along Yonge Street.
- **At the Hamlet (east of Yonge Street):** homes along this segment that were built most recently have shorter setbacks, so residents are concerned that tree loss within the right-of-way due to road widening would result in loss of screening. Based on discussions with all property owners in the area, a compromise on the road centreline was reached and those that would lose trees in front of their properties have the ability to plant trees closer to their buildings at this time, so that there is some screening when the work is done and the trees are removed within the right-of-way.

Coordination with the Sleeping Lion development also took place. In general, it is expected that the developers match into the proposed 6th Line design.

In terms of the vertical profile, the existing profile will be followed to the greatest extent possible, with the exception of areas that do not currently meet geometric standards, such as in the vicinity of Highway 400.

4 Project Timelines

- The engineering design, as presented during the meeting, is substantially complete.
- Draft ESR and other technical reports are complete, ready to be reviewed by the conservation authorities.
- Sleeping Lion development is being reviewed – it is anticipated that pre-servicing commences in June/July 2016, including the segment of 6th Line from St. John's Road to approximately half-way to the rail crossing.
- The Town of Innisfil plans to add sewers along 6th Line between the Sleeping Lion development and 5 Sideroad by 2018. A master servicing process was completed in 2012, including an EA for sewer pipes. Individual EAs will need to be completed for the pumping stations.
- The Town is moving ahead with a separate EA for a potential interchange at Highway 400 and 6th Line – Chris Hibberd is the NVCA contact for that EA. If this EA is successful, interchange construction is anticipated in the next 10-20 years. The project team clarified that the 6th Line EA does not include a design for the potential Highway 400 interchange, or a potential GO station along the study area, however the traffic analysis conducted took these potential implementations into account to ensure the 6th Line design would accommodate such improvements if they were implemented as part of a separate study.

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- Construction of 6th Line road improvements and servicing will be done in conjunction for the segment east of 20 Sideroad. West of 20 Sideroad, servicing will be implemented in the next few years but funding is not yet available for the road work. It was confirmed that the sanitary sewers will be placed within the road bed (within the existing right-of-way).

5 Technical Studies

A variety of technical studies were discussed as documented below.

Natural Heritage:

LGL conducted a natural heritage assessment which identified intermittent fisheries habitat, one butternut tree (north side of 6th Line, west of 20 Sideroad), habitat for Meadowlark and Bobolink, and other significant natural areas including the Lover’s Creek PSW. It was noted that there may be one more butternut tree in the back yard of a home on the northwest quadrant of the Yonge Street/6th Line intersection.

Tree Assessment:

A detailed tree survey was conducted east of 20 Sideroad, where construction is anticipated to start. West of 20 Sideroad, LGL screened areas for Butternut and significant species, but no official “tree survey” was conducted due to the long-term timelines for construction along this segment. It is anticipated that tree health will significantly change before construction begins, so a detailed assessment closer to construction is recommended.

It was noted that along portions of the study area, the proximity of trees to the road pavement is a safety concern due to sightlines, particularly with the presence of deer crossing the road.

Drainage:

At the time of the assessment, HDR had access to the HEC-RAS model from NVCA but not the one from LSRCA. The preliminary assessment was completed based on the information available at the time.

Draft culvert recommendations were presented. These will be confirmed during detailed design – a commitment will be documented in the ESR. HDR confirmed that the recommendations documented in the ESR meet the Town of Innisfil’s standards for minimum pipe sizes.

Where the profile is raised, Conservation Authority representatives inquired about upstream flooding impacts. HDR will review and document in the stormwater management report if required.

For the road segment adjacent to the Sleeping Lion development, stormwater from the roadway will be directed into the stormwater management facilities from the development.

For the road segment closest to St. John’s Road, the following was discussed:

- Bioswales were considered but there is no sufficient space.
- Bringing the water back to the development was considered, but due to profile conflicts it is not feasible to get back at the proper elevation.
- Provision of a channel was considered, including the risk of flooding.
- Proposed seepage bed with overland flow in roadside ditches similar to the existing conditions.
- Considered taking the water along 6th Line all the way to the lake. The environmental studies included this corridor to identify any sensitive features that would impede the feasibility of this option.
- There is flexibility in the EA, and the preferred option can be confirmed during detailed design.

6 Coordination with Sleeping Lion

The project team has undertaken ongoing coordination with the Sleeping Lion developers, and an iterative process has been followed to arrive at a design that supports the adjacent development while meeting the

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Town's needs. The Sleeping Lion material has been reviewed to ensure it is in agreement with the EA recommendations. The most current design from the EA has been provided to the developers and included in their latest submission.

Once provided, HDR will review the stormwater management recommendations from Sleeping Lion.

7 Other Items

- Simcoe County is undertaking a separate study for Yonge Street.

8 Next Steps

- Project team will re-issue natural heritage figures and a roll plan of the design to better correlate the stationing to the material previously presented.
- Conservation authorities will review the material provided and provide written comments to the project team. Particular attention should be paid to the commitments documented in the ESR.
- NVCA comments are anticipated on March 18th, and LSRCA comments are anticipated on March 25th.
- Scott will provide the Sleeping Lion second submission and the Town's peer review to HDR, and HDR will review.



Sent by E-mail: smackenzie@innisfil.ca

March 24, 2016

File No: P-14-71
IMS File No.: PEAA440C2

Mr. Scott Mackenzie, P.Eng.
Development Engineer
City of Barrie
70 Collier Street, Box 400
Barrie, ON L4M 4T5

Dear Mr. Mackenzie:

**Re: Municipal Class Environmental Assessment Study
6th Line from County Road 27 to St. John's Sideroad
Town of Innisfil, County of Simcoe**

Thank you for circulating the Lake Simcoe Region Conservation Authority (LSRCA) on information related to the Class C Environmental Assessment for the above noted project. It is our understanding that the purpose of this project is to determine the appropriate alternative to develop a sustainable transportation system for 6th Line from County Road 27 to St. John's Sideroad.

This project is of interest to the LSRCA due to the presence of natural hazards and natural heritage features as defined in the Provincial Policy Statement (PPS) and all lands subject to Ontario Regulation 179/06 of the *Conservation Authorities Act* within the study area. As such, we have undertaken our review of this project in the context of these Plans and their associated policies for the part of the project within our watershed boundary.

Based on our review of the submitted information, the following comments are provided for your consideration and inclusion in the final Environmental Study Report (ESR):

Natural Heritage

- 1) It is appears that watercourse re-alignment is required for multiple sections due to the road widening, ranging in linear length from 18 m to 180 m, please identify the locations of the proposed re-alignment. As a general note, it is recommended that realignments are not proposed at the expense of natural heritage features (wetlands, woodland etc.). Text in the report should state that Natural Channel Designs will be proposed for all re-alignments not only specific watercourses.

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Mr. S. Mackenzie
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- 2) The report does not address the appropriateness of the culvert sizes from the perspective of ecological connectivity including aquatic, wetland or terrestrial habitat. Section 4.5.3. of the report identifies there will be wildlife collision impacts anticipated however no mitigation measures are proposed such as exclusion fencing, appropriate ecopassages in natural area etc.. In addition, open bottom culverts should be recommended for all watercourses.
- 3) It appears that the SWM LIDs such as bioswales will be proposed within the ROW at detailed design. Confirmation is required whether the grading limits identified in the report have taken these features into consideration. Please note the LSRCA will not support grading outside of the limits delineated in the report in natural areas.
- 4) Within the LSRCA watershed a total loss of 0.38 ha woodland is proposed. The LSRCA supports the proposed EMP mitigation measures for areas where clear cut of woodland edges are anticipated. The report suggests a 3:1 replacement based upon tree individuals, the LSRCA recommends a replacement by area at 2:1, which would total 0.76 ha of woodland required.
- 5) Within the LSRCA watershed a total loss of 1.55 ha wetland is proposed. The wetland should be replaced at a rate of 6:1, totaling 4.65 ha.
- 6) The LSRCA recommends that consideration is made to preserve trees that are greater than 50 cm dbh and in good condition at the detailed design.
- 7) It is our understanding that ongoing consultation is occurring with the MNR and DFO. The LSRCA requests a copy of any resulting responses for our file and records.

Stormwater Management

- 8) Please note that new Technical Guidelines for SWM Submissions are currently scheduled to be released on June 1, 2016. Applications received once these guidelines have come into effect will be required to be in accordance with the new guidelines. Since it is anticipated that the detailed design and approvals will be made following the approval of the new SWM Guidelines, the EA document should indicate that there will be requirements for volume control. The proposed update to the Technical Guidelines for SWM Submissions with respect to volume control for linear developments is as follows:

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Linear development volume control

Linear projects on sites without restrictions that create 0.5 or greater hectares of new and/or fully reconstructed impervious surfaces, shall capture and retain the larger of the following:

- i. The runoff from a 12.5 mm event from the fully reconstructed impervious surface area.
- ii. The runoff from a 25 mm event from the net increase in impervious area on the site.

- 9) The provided report has used the Ministry of Natural Resources and Forestry's Ontario Flow Assessment Tool (OFAT). LSRCA notes that this tool produces results that differ considerably from approved hydrologic models. For example, at culvert crossing 01-17, OFAT indicates a 50-year flow of 1.52m³/s. The approved hydrologic model for this culvert crossing has a 5-year flow of 2.19m³/s and a 25-year flow of 4.31m³/s. As such, hydrologic models need to be prepared to generate the flows that will be used to assess the culvert capacities. These models will need to be reviewed for consistency with existing LSRCA hydrologic models and should be in accordance with LSRCA Technical Guidelines for SWM Submissions. Please update and provide the revised hydrologic models with the next submission.
- 10) Based on the provided information, MTO criteria have been the primary method for assessing culvert performance. Please note that where a culvert is being replaced, it will need to be demonstrated that there will not be negative impacts upstream or downstream of the culvert as a result of the culvert replacement. For example, in the case of a culvert that is currently acting as a constriction, it would need to be demonstrated that there will not be negative impacts downstream if the culvert is upsized. If a culvert is located beneath a high road embankment, it would meet MTO requirements for freeboard and clearance easily, but may still be a significant restriction to flow. The culvert also needs to be considered from an environmental perspective. As an example, a typical culvert might be 25% larger than the channel width. Please demonstrate that there will be no negative impacts as a result of the proposed culvert replacements or modifications.

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- 11) Hydrologic parameters need to be determined for the post-development condition and hydrologic models need to be developed to determine the impact associated with increased impervious area. This information needs to be used to provide a preliminary estimate of the amount of quantity control that will be needed. The report needs to demonstrate how quantity control will be achieved. Section 4.3.1 of the report indicates that quantity control will be provided, however, it has been deferred to the detailed design stage. Please update the report and calculations to include the above information to demonstrate how quantity control can be achieved. For example, if quantity control is to be provided in ponds or oversized pipes, preliminary calculations and design concepts should be provided to demonstrate feasibility. It is understood that some of the specifics of the design will need to be finalized at the detailed design stage.
- 12) Based on the report, it is noted that a uniform runoff coefficient was applied to all drainage areas. Hydrologic parameters should be drainage-area specific and in accordance with LSRCA Technical Guidelines for SWM Submissions.
- 13) There is a regulated spill entering Watercourse 6 from Watercourse 7. This spill will need to be taken into consideration in the design of the affected culverts. Reports are available for review at the LSRCA office.
- 14) Section 4.2.1 references overland flow and safe conveyance in the Major System section. Please state the design storm the major system will be designed to safely convey. For the LSRCA watershed, the greater of the 100-year design storm event or Hurricane Hazel applies.
- 15) Based on the provided information, it is understood that water quality controls will be provided to achieve an enhanced level of treatment for new pavement area. Is there an opportunity to provide treatment for existing pavement areas? LSRCA would encourage the treatment of existing pavement areas, where possible.
- 16) In cases where quantity and/or quality control is to be provided in conjunction with development adjacent to the 6th Line, please provide preliminary information within the report to demonstrate that the proposed measures will be capable of achieving the required targets. These controls should be coordinated with the adjacent developers and their representatives. If the 6th Line proceeds ahead of the anticipated developments, interim controls will be needed to meet the required stormwater quantity and quality targets.

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17) Section 5.1.3 of the report indicated that OGS units will be used to provide 80% TSS removal. LSRCA only recognizes 50% TSS removal credit for an OGS unit. As noted above, updates are proposed to the LSRCA Technical Guidelines for SWM Submissions relating to OGS units that should be reflected in the EA. The proposed updates are as follows:

The MOE SWM Manual requires that for enhanced protection, Oil/Grit separators be sized to capture and treat at least 90% of the runoff volume that occurs for a site on a long-term average basis and meet the 80% suspended solids removal efficiency. Be advised the LSRCA credits a T.S.S. removal rate of 50% for units sized for 'enhanced' protection.

To be considered for use within the Lake Simcoe watershed, OGS's must:

- be certified for use by the Canadian ETV program, or;
- be registered for testing or have testing completed by the Canadian ETV program;
- be certified for use by NJDEP or;
- be previously certified for use by NJDEP or;
- will be re-certified by NJDEP by January, 2017

18) Based on the information provided, it appears there may be fill proposed within the floodplain. Please note that LSRCA would encourage options where fill is not proposed within a floodplain. However, if fill is required within the floodplain, an incremental cut-fill balance will be required. Please add text to the report to indicate an incremental cut-fill balance will be required if fill is to be placed within the floodplain.

19) Please note that where enhanced swales are proposed, it should be demonstrated that these swales can be constructed in accordance with the TRCA/CVC Low Impact Development Guidelines and the 2003 MOECC Manual.

20) Every effort should be made to promote the use of LIDs where possible.

21) Please delineate the segment boundaries on the drainage plans in Appendix A.

22) For reference purposes, please add a way of identifying which culverts are within the LSRCA/NVCA watersheds to the summary tables in the report.

23) For Segment 8, page 29 of the report indicates that there will be a SWM Facility present. Table 5-1 indicates that there will not be an end-of-pipe facility. Please update to ensure consistency as appropriate between the text on page 29 and Table 5-1.

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24)Section 3.2.3, second paragraph, first line: please clarify if "quantity" should read as "quantify".

25)Some of the culvert inventory photos appear to have been taken while still partially covered with snow. Please update these photos so the culverts can be seen in the photo.

Please note that a permit from the LSRCA will be required for all development and site alteration within lands regulated under Ontario Regulation 179/06 of the Conservation Authorities Act.

If you have any questions or comments, do not hesitate to contact the undersigned at 905-895-1281, extension 239, or by e-mail at l.bulford@lsrca.on.ca. Please reference the above file numbers in future correspondence.

Sincerely,



Lisa-Beth Bulford, M.Sc.
Development Planner

LBB/ph

c. Mr. Tyrone Gan, P. Eng., HDR (tyrone.gan@hdrinc.com)

Yuen, Merlin

From: Lisa-Beth Bulford <L.Bulford@lsrca.on.ca>
Sent: May-13-16 4:32 PM
To: Restrepo, Veronica
Subject: FW: 6th Line EA - LSRCA Comments
Attachments: FW: Michelle Li Data Request, Town of Innisfil 6th Line Class EA

Veronica,

Our reviewing engineer has provided the following comments related to the proposed approach:

The approach proposed by HDR to respond to the LSRCA comments from March 24th, 2016 proposed in the memo dated May 5th, 2016 has been reviewed. Many of the comments have been addressed. The following items require additional information, clarification or updates to the report:

- Comment #9: It is understood that information has been collected and is ready for review at LSRCA's office as per attached email from Frank Pinto dated January 4th, 2016. This information may be useful to HDR in the development of the hydrologic and hydraulic models and should be reviewed as part of the EA process for relevance.
- Comments #9 & 10: The use of CulvertMaster may not be acceptable in all locations, depending on site conditions. Once the assessments are received, there may be instances where additional modelling in HEC-RAS may be required to support sizing conclusions or to demonstrate no negative impacts to upstream or downstream lands.
- Comment #11: A pavement analysis to look at net increase in pavement and impervious area partially addresses this comment. However, a preliminary concept of how and where water quantity control will be provided needs to be included also. It is understood that specific details will be done at the detailed design stage, but preliminary calculations and concepts supporting quantity control need to be provided.
- Comment #12: As per LSRCA Technical Guidelines for SWM Submissions, the 12-hour SCS storm distributions need to be included along with the 4-hour Chicago storm distributions.
- Comment #13: The provided response has not addressed the concerns associated with the spill from Watercourse #7 to Watercourse #6. As noted previously, reports are available at the LSRCA office for review.
- Comment #17: Please note that OGS units are preferred as part of a treatment train and not intended for use as a sole standalone treatment solution in all areas. Efforts should be made to employ a treatment train approach that includes LIDs. OGS units may be included as part of a treatment train. It is noted that the response to Comment #20 promotes LIDs, so perhaps this is simply a matter of cross-referencing sections in the report.
- Comment #18: The report should also include that the preference is to avoid or minimize the placing for fill in a floodplain in addition to the updates proposed.
- Comment #25: If additional photos will not be included, please update the text of the ESR to include a requirement that an updated field inventory be completed as part of the detailed design to updated the photos of the culverts such that snow is not obstructing the view of the culverts.

I am still waiting for comments back from our Natural Heritage Ecologist related to the Natural Heritage comments. I expect to have their comments early next week.

Sincerely,

Lisa

Lisa-Beth Bulford, M.Sc.

Development Planner

Lake Simcoe Region Conservation Authority

120 Bayview Parkway,

Newmarket, Ontario L3Y 3W3

905-895-1281, ext. 239 | 1-800-465-0437

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From: Lisa-Beth Bulford

Sent: Thursday, May 05, 2016 3:53 PM

To: Restrepo, Veronica; Scott MacKenzie

Cc: Kenneth Cheney; Murray, Cheryl; Joe Cavallo

Subject: RE: 6th Line EA - LSRCA Comments

Veronica,

Although we totally respect your accelerated timeline for this project, we do not have the resources available to review and respond to your letter by end of day tomorrow. I will speak with our technical staff and try to determine a reasonable timeframe in which they can review and respond to your request.

Sincerely,

Lisa

Lisa-Beth Bulford, M.Sc.

Development Planner

Lake Simcoe Region Conservation Authority

120 Bayview Parkway,

Newmarket, Ontario L3Y 3W3

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From: Restrepo, Veronica [<mailto:Veronica.Restrepo@hdrinc.com>]

Sent: Thursday, May 05, 2016 12:56 PM

To: Scott MacKenzie; Lisa-Beth Bulford

Cc: Kenneth Cheney; Murray, Cheryl; Joe Cavallo
Subject: RE: 6th Line EA - LSRCA Comments

Hi Lisa-Beth,

Please find attached a memo with our team's responses to your comments. Can you please review and confirm that our responses and proposed approach are acceptable, and provide any required clarification by end of day tomorrow? Once our approach is confirmed, next week we will move forward with addressing your comments and finalizing the material for ESR filing.

Thanks,
Veronica

Veronica Restrepo, P.Eng.
D 647.777.4952

hdrinc.com/follow-us

From: Scott MacKenzie [<mailto:smackenzie@innisfil.ca>]
Sent: Tuesday, March 29, 2016 1:12 PM
To: Lisa-Beth Bulford
Cc: Kenneth Cheney (K.Cheney@lsrca.on.ca); Restrepo, Veronica; Murray, Cheryl
Subject: FW: 6th Line EA

Hi Lisa-Beth,

Would you be able to send us a Word document for ease in copying comments when we prepare our response?

Thanks,

Scott

Scott MacKenzie, P.Eng.
Development Engineer
705-436-3740 Ext. 3242
1-888-436-3710 (toll free)

This information is intended only for the person, persons, entity, or entities to which it is addressed; does not necessarily represent the views of the Town of Innisfil; may contain information that is privileged, confidential or exempt from disclosure under the Municipal Freedom of Information and Protection of Privacy Act. If the reader is not the intended recipient or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you received this communication in error, please notify us immediately by return e-mail and delete the correspondence from your computer.

From: Lisa-Beth Bulford [<mailto:L.Bulford@lsrca.on.ca>]
Sent: March 24, 2016 3:45 PM
To: Scott MacKenzie
Cc: tyrone.gan@hdrinc.com
Subject: 6th Line EA

Scott,

Please find comments attached.

Sincerely,

Lisa

Lisa-Beth Bulford, M.Sc.

Development Planner

Lake Simcoe Region Conservation Authority

120 Bayview Parkway,

Newmarket, Ontario L3Y 3W3

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Yuen, Merlin

From: Lisa-Beth Bulford <L.Bulford@lsrca.on.ca>
Sent: May-16-16 4:12 PM
To: Restrepo, Veronica
Cc: Scott MacKenzie (smackenzie@innisfil.ca)
Subject: 6th Line EA - Natural Heritage Comments

Veronica,

Our Natural Heritage Ecologist as provided the following comments related to your proposed response to our original comments dated March 24, 2016:

Comment #1: Not addressed. The LSRCA requests these locations are identified during the EA stage since the NHR and ESR need to address the impacts to the features. Through these reports, alternatives should also be proposed where the impacts cannot be mitigated. At detail design stage, alternatives are no longer investigated and the specifics of the preferred design are submitted. It has been our experience that if these works are not identified during the EA stage then the impacts to the features increases during the detailed design in order to accommodate the road design. A figure is requested identifying all the re-alignment areas existing and proposed to support the impact assessment by the NHR & ESR. Further, all conceptual drawings submitted should also include the re-alignment locations including all disturbances proposed. Text should be included into the report that designs will be based upon criteria existing at the time of detailed design.

Comment #2: Not addressed. It appears that the response is based upon large sized mammals however other wildlife such as amphibians, reptiles and small mammals are using the corridors. The EA should utilize the field data collected to identify the locations of species use across the road and provide adequate support to other species. As recommended previously this may include culvert replacements, exclusion fencing near culverts in wetland habitat and/or proposed terrestrial passages in upland areas.

Comment #3: Addressed.

Comment #4: Partially addressed. Since the offsetting will be provided during detailed design, the LSRCA cannot confirm that the measures proposed will be greater than the LSRCA Offsetting Guidelines. As such, it is preferred that the statement read, the offsetting of 0.38 ha of woodland will be replaced at the greatest extent, either through a 3:1 tree replacement or by area at a ratio of 2:1 to the satisfaction of the LSRCA. Please note the offsetting should increase natural area on public lands, either on-site or within the same subwatershed and include appropriately sized trees.

Comment #5: Not addressed. Please note the ratio should read 3:1 not 6:1 for wetland replacement. This would still total 4.65 ha. This is the standard replacement value that has been used for a number of years in the LSRCA watershed including projects in Innisfil where applicable. This replacement ratio is recommended in our LSRCA Ecological Offsetting Strategy and also noted in our Watershed Development Guidelines which will need to be adhered to in order to obtain a permit for regulated areas. An overall offsetting concept plan should be identified as part of the ESR.

Comment #6: Addressed.

Comment #7: Addressed.

If you have any questions, do not hesitate to contact our office.

Sincerely,

Lisa

Lisa-Beth Bulford, M.Sc.

Development Planner

Lake Simcoe Region Conservation Authority

120 Bayview Parkway,

Newmarket, Ontario L3Y 3W3

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Sent by E-mail: smackenzie@innisfil.ca

August 10, 2016

File No: P-14-71
IMS File No.: PEAA440C3

Mr. Scott Mackenzie, P.Eng.
Development Engineer
City of Barrie
70 Collier Street, Box 400
Barrie, ON L4M 4T5

Dear Mr. Mackenzie:

**Re: Municipal Class Environmental Assessment Study
6th Line from County Road 27 to St. John's Sideroad
Town of Innisfil, County of Simcoe**

The Lake Simcoe Region Conservation Authority (LSRCA) has completed their review the updated reports and Draft Environmental Study Report (ESR) for this Municipal Class Environmental Assessment circulated on July 25, 2016. Based on our review of the submitted information, we believe that our outstanding comments can be addressed through the following amendments and additions to the text of the ESR:

Natural Heritage

1. To ensure that natural channel designs will be considered where watercourse realignment is required, Table 8-8 Summary of Anticipated Impacts and Proposed Mitigation Measures should be revised as follows:
 - a) In the Natural Heritage subsection, the Fisheries and Aquatic Habitat category under the Proposed Mitigation should include a point that states
 - *Where watercourse realignments are required, natural channel design options will be proposed. Where proposed realignment may impact adjacent natural heritage features (i.e. wetlands, woodlands, etc.) an evaluation will be completed to determine appropriate mitigation and design to minimize impacts, to the satisfaction of the Conservation Authority.*
 - b) Site Specific Mitigation listed in Table 8-9 should also be revised where channel realignment is required for LSRCA regulated watercourses, as identified below:

Crossing H:

 - *Revise the last point to state: ~~Natural channel design should be used. to replace existing habitat.~~*

Cedar Creek:

 - *Include a point that states: ~~Realigned channel should replicate surface/groundwater contributions.~~*

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Mr. S. Mackenzie

2. As discussed with Town staff, the following wording should be included in Section 9.4.5 and 9.4.6 related to the Town's commitment to provide compensation for any unavoidable losses to natural heritage features such as wetlands and woodlands:
 - At detailed design, a mitigation plan will be provided to account for any impacts and unavoidable loss to natural heritage features such as wetlands and woodlands, to the satisfaction of the Lake Simcoe Region Conservation Authority.

Stormwater Management

With the inclusion of the following additions and amendments to the ESR and Stormwater Management Plan documents, all remaining outstanding stormwater management comments can be addressed at detailed design:

Environmental Study Report:

3. In Section 8.8.1 of the ESR (page 124) related to Minor and Major Drainage System, please include the following wording of the second paragraph:
 - At detailed design quantity control will be required to control the 2 through 100 year storm events to pre-development rates.
4. In Section 8.8.3 of the ESR (page 125), in the third last paragraph, replace the second sentence with:
 - The stormwater management approach within the LSRCA watershed will include Low Impact Development (LID) features as part of a treatment train approach to manage water quality and quantity to a total pavement area of 4.53 ha within the LSRCA jurisdictional area.
5. Table 8.8 of the ESR (page 130), related to the Summary of Anticipated Impacts and Proposed Mitigation Measures, should be amended as follows:
 - In the mitigation section of the Water Quality section, the second sentence should be replaced with:
 - i. A treatment train approach that includes Low Impact Development (LID) features will be incorporated into the design to achieve water quality targets. Enhanced bio-swales and/or oil grit separators are examples of possible treatment options to be considered to treat water prior to it entering a watercourse.

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Mr. S. Mackenzie

- A Water Quantity section should be added that states:
 - i. Quantity control will be required to control the 2 through 100 year storm events to pre-development rates.

Stormwater Management Plan:

6. Please update Section 5.1 of the Report to be consistent with the new approved LSRCA Technical Guidelines as follows:

Linear development volume control

- Linear development on sites without restrictions that create 0.5 or greater hectares of new and/or fully reconstructed impervious surfaces, shall capture and retain/treat on site, the larger of the following:
 - i. The runoff from a 12.5 mm event from the fully reconstructed impervious surface and newly constructed impervious area.
 - ii. The runoff from a 25 mm event from the net increase in impervious area on the site.
7. Section 5.1.3 of the SWM report still indicates that OGS units can provide provide 80% TSS removal. This is not consistent with current or upcoming LSRCA Guidelines. Updates to the LSRCA Technical Guidelines for SWM Submissions have been approved and are now posted on the LSRCA website. The updates relating to OGS units are as follows and should be incorporated into the text of the SWM Report:
 - As an interim measure, to be considered for use within the Lake Simcoe watershed prior to June 30, 2017, OGS's must be registered for testing in the Canadian ETV program and be shown to be previously or currently certified for use by New Jersey Department of Environmental Protection (NJDEP).
 - It is requested to specify two (2) or three (3) alternate Oil/Grit separators on submitted drawings and reports. Sizing calculations and documentation regarding registration, certification and/or re-certification must be provided in the SWM report for any proposed OGS. Refer to Appendix D for further information.
 - As per Section 2.3.1, the required suspended solids removal treatment is MOECC Enhanced Protection Level (Level 1) from a development site. This corresponds to a long-term average removal of 80% of suspended solids. In the absence of verified ETV testing results, it is to be assumed that the maximum T.S.S. removal rate from an OGS is 50%.
 - Appendix D of the LSRCA Technical Guidelines contains additional information and requirements for the sizing of OGS units.

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IMS File No.: PEAA440C3
Mr. S. Mackenzie

If you have any questions or comments, do not hesitate to contact the undersigned at 905-895-1281, extension 239, or by e-mail at l.bulford@lsrca.on.ca. Please reference the above file numbers in future correspondence.

Sincerely,



Lisa-Beth Bulford, M.Sc.
Development Planner

LBB/ph

c. Ms. Veronica Resprepo, HDR (veronica.restrepo@hdrinc.com)

Meeting Notes

Project:	Town of Innisfil – 6th Line Municipal Class EA (County Road 27 to St. John's Road)	
Subject:	Meeting with Nottawasaga Valley Conservation Authority (NVCA)	
Date:	Tuesday, February 24, 2015	
Time:	10:00 am – 12:00 pm	
Location:	NVCA Boardroom, 8195 8th Line, Utopia, Ontario L0M 1T0	
Attendees:	Chris Hibberd	Director of Planning, NVCA
	Tom Reeve	Water Resource Engineer, NVCA
	Ian Ockenden	Watershed Monitoring Specialist, NVCA
	Lee Bull	Development Review Planner, NVCA
	Scott MacKenzie	Town of Innisfil
	Cheryl Murray	HDR
	Veronica Restrepo	HDR
	Katherine Bibby	LGL
Distribution:	All Attendees	
	Dave Featherstone	Manager, Watershed Monitoring, NVCA
	Glenn Switzer	Director of Engineering & Technical Services, NVCA
	Tyrone Gan	HDR

<i>Item</i>	<i>Topic</i>	<i>Action Items For</i>
1	Introductions Introductions were made by all attendees.	
2	Project Status Cheryl Murray provided an overview of the project. Only a portion of the project is within the NVCA boundaries, and we will only generally discuss that area – Country Road 27 to Yonge Street. She alerted NVCA that HDR and the Town would be meeting with Lake Simcoe Region Conservation Authority (LSRCA) later today to discuss the remaining segment of the project, Yonge Street to St. Johns Road. Based on traffic analysis, only 2 lanes are warranted between County Road 27 and Yonge Street until 20 year traffic growth and an interchange at Highway 400 occur. At that time, 4 lanes will be required beginning east of 5 th Sideroad to Yonge Street, and a new EA or an update to the existing EA will need to be undertaken, as this timeline is	



Item	Topic	Action Items For
	<p>beyond the 10 year shelf life of the current study. Therefore, this EA will generally recommend a 2 lane design with paved shoulders and additional turn lanes at intersections if required, but will protect for the ultimate 4 lane right-of-way (ROW) within the NVCA area. The existing profile will be followed to the greatest extent possible, with the exception of areas that do not currently meet geometric standards, such as in the vicinity of Highway 400.</p> <p>HDR presented typical cross-sections to the public in December 2015 and is working with the Town of Innisfil to develop the design for the corridor.</p> <p>Only a general footprint for a typical 2 lane cross-section was developed for the conservation authority meeting, and the study team is interested in knowing NVCA’s concerns so they can be incorporated into the design. There are opportunities to implement “constrained cross-sections” through sensitive areas, as well as introducing subtle shifts in the horizontal alignment to avoid features on one side of the road.</p> <p>The goal is to file the ESR in early fall 2015.</p>	
3	<p>Available data and outstanding data requests</p> <p>LGL has received requested data from NVCA. <i>Watercourse locations are to be verified by LGL when field work is completed in the spring.</i></p>	LGL
4	<p>Overview of natural features, preliminary design options, and discussion of concerns and potential mitigation</p> <p>The main constraints for the 6th Line corridor from a natural environment perspective are watercourses (mostly cold water fisheries habitat), wetlands, and wooded areas. The group reviewed the corridor between County Road 27 and Yonge Street, which marks the jurisdictional boundary between NVCA and Lake Simcoe Region Conservation Authority (LSRCA), and discussed constraints and design options at specific locations. Suggested alignment shifts and design considerations to avoid or minimize impacts to wetlands, watercourses, or wooded areas were marked on large design roll plans. <i>HDR will incorporate these suggestions into the design unless the recommendations are counter to larger engineering recommendations.</i></p> <p>In general:</p> <ul style="list-style-type: none"> • For locations where watercourses have been altered to partially follow the roadside ditch, NVCA is open to channel realignment if it can be shown that this would result in either (a) no impact or (b) a net improvement in terms of hydraulics, habitat quality, etc. • If there are trees on one side of the road but not on the other, an alignment shift is preferred to avoid the trees, as long as that shift does not result in additional impacts to other features at adjacent locations. Quality of the features that will potentially be impacted should also be considered, as those features might not be in good condition or provide suitable habitat in their current state. • Where there are existing features (wetlands, wooded areas) on both sides of the road, NVCA’s preference is to shift the road alignment away from the larger feature if possible, to maintain the size and function of the larger feature and concentrate impacts on the side with the smaller, already fragmented feature. The only exception would be where the edge of the smaller feature contains species of high significance, which might warrant equal impacts on both sides of the road or 	HDR

Item Topic Action Items For

alignment shift in the opposite direction. However, this is not anticipated to be the case as these edges are likely already disturbed.

- Through constrained areas, a vee ditch (semi-rural cross-section) is proposed in lieu of a rural cross-section with full roadside ditch in order to have a smaller footprint.
- Where impacts cannot be avoided, design should consider enhancements to offset these impacts. Enhancements can be incorporated either at the location where impacts are anticipated to occur, or elsewhere along the corridor as appropriate.

Highway 400 interchange:

- NVCA is interested in understanding MTO’s plans for Highway 400 and how this EA fits into those plans. So far NVCA staff have received a notice of commencement from MTO, but there have not been any meetings or discussions between the two organizations. HDR will schedule a meeting with MTO to discuss the 6th Line interchange, and will look into MTO’s plans for widening Highway 400 at this location (number of lanes, timing, and anticipated impacts). *HDR will share this information with NVCA if available from MTO.*
- The watercourse is the largest constraint at this location. There might be an unevaluated wetland on the southwest quadrant.
- Southwest and southeast quadrants are the most sensitive from a natural environment perspective. There is a very concerned land owner on the northwest quadrant, who will likely oppose to any design related to a future interchange.
- If widening is to occur around the watercourse crossing, NVCA would expect at a minimum a like-for-like replacement of the structure. Opportunities to provide a wildlife passage or stormwater management enhancement should be considered to offset potential impacts.
- The 6th Line underpass is to be widened to 4 lanes during MTO replacement.
- Possible extension to the culvert under Highway 400 south of the interchange.

HDR

Yonge Street:

- A shift to the north is preferred at this location in order to avoid impacts to woodlot and cemetery on the south side. This will result in property impacts on the north side.

Lover’s Creek PSW:

- A constrained cross-section with vee ditch is proposed at this location. This will allow for a narrower cross-section, minimizing the footprint and potential impact. This will also provide benefits to the quality of runoff, as it allows for runoff to be carried on the vee ditch along the side of the road, and discharged to the roadside ditch past the wetland, instead of entering the wetland immediately adjacent to the road while it is still untreated.
- NVCA prefers a shift to the south.
- Opportunities for providing eco-passages at this location should be considered, if warranted, as part of the ultimate 4 lane design.

Stormwater Management:

- Volume, sediment, nutrients, and temperature are all of concern to NVCA.
- *HDR will consider low impact development strategies to be incorporated into the design. HDR will look at BMPs and provide recommendations.*
- NVCA would like to see a quantification of additional treatment provided through

HDR



<i>Item</i>	<i>Topic</i>	<i>Action Items For</i>
	the design as part of the project documentation.	
5	Next Steps <ul style="list-style-type: none">LGL will conduct field work in the spring, including breeding bird surveys and amphibian surveys, and confirm watercourse alignment.LGL will screen for DFOs as NVCA no longer does this. LGL will provide findings to NVCA.HDR will develop the designs based on these discussions and NVCA's suggestions, and will provide design concepts for NVCA to review and provide comments.All future coordination with NVCA will take place through Lee Bull.	LGL LGL HDR

Meeting Notes

Project: Town of Innisfil – 6th Line Municipal Class EA (County Road 27 to St. John's Road)

Subject: Meeting with Nottawasaga Valley Conservation Authority (NVCA) and Lake Simcoe Region Conservation Authority (LSRCA)

Date: Monday, February 22, 2016

Time: 9:30 am – 11:30 am

Location: Town of Innisfil Office (2101 Innisfil Beach Road), Community Room A

Attendees:	Barb Perreault	Manager, Regulations & Enforcement, NVCA
	Tom Reeve	Water Resource Engineer, NVCA
	Ian Ockenden	Watershed Monitoring Specialist, NVCA
	Shauna Fernandes	Natural Heritage Ecologist, LSRCA
	Lisa-Beth Bulford	Development Planner, LSRCA
	Ken Cheney	Conservation Engineer, LSRCA
	Scott MacKenzie	Town of Innisfil
	Cheryl Murray	HDR
	Veronica Restrepo	HDR
	Joseph Cavallo	LGL

Distribution: All Attendees

Item Topic

1 Introductions

Introductions were made by all attendees.

2 Project Status

Cheryl Murray provided an overview of the project and described the two distinct segments within the study area, between County Road 27 and 20 Sideroad, and between 20 Sideroad and St. John's Road.

Since the last set of meetings with the conservation authorities in February 2015, the project team has revisited the traffic analysis and concluded that only 2 lanes are required at this time between County Road 27 and 20 Sideroad (as opposed to 4 lanes previously proposed east of 5 Sideroad).

The goal is to file the ESR in Spring 2016.

3 Proposed Design

The project team described the proposed designs along the study corridor. In general, the horizontal

Item Topic

design philosophy was to widen equally about the centreline to minimize impacts beyond the existing ROW and already disturbed edges. The project team then reviewed environmental constraint locations and modified the design by shifting the road centreline away from the environmentally sensitive areas. The typical cross-section was also modified at highly constrained locations, where the road footprint was narrowed to minimize impacts to features on both sides of the street.

The designs were also modified based on discussions with individual property owners, as follows:

- **At 5 Sideroad:** there are existing built heritage properties on both sides of the street. The property on the south side would be significantly impacted even if the design consisted of widening about the centreline. Based on discussions with both property owners, it was decided to shift the road centreline to the south – this results in additional impacts to the property on the south side (the entire property would need to be acquired), and avoids impacts to the property on the north side. Both property owners agreed with this design.
- **Yonge Street:** there is a cemetery at the southwest quadrant of the intersection. In order to avoid impacts to the cemetery, road widening results in impacts to the property on the northwest quadrant of the intersection. The project team met with the property owner and discussed the options and implications. The property owner understands that these impacts are unavoidable, and their property would also be impacted by future work along Yonge Street.
- **At the Hamlet (east of Yonge Street):** homes along this segment that were built most recently have shorter setbacks, so residents are concerned that tree loss within the right-of-way due to road widening would result in loss of screening. Based on discussions with all property owners in the area, a compromise on the road centreline was reached and those that would lose trees in front of their properties have the ability to plant trees closer to their buildings at this time, so that there is some screening when the work is done and the trees are removed within the right-of-way.

Coordination with the Sleeping Lion development also took place. In general, it is expected that the developers match into the proposed 6th Line design.

In terms of the vertical profile, the existing profile will be followed to the greatest extent possible, with the exception of areas that do not currently meet geometric standards, such as in the vicinity of Highway 400.

4 Project Timelines

- The engineering design, as presented during the meeting, is substantially complete.
- Draft ESR and other technical reports are complete, ready to be reviewed by the conservation authorities.
- Sleeping Lion development is being reviewed – it is anticipated that pre-servicing commences in June/July 2016, including the segment of 6th Line from St. John’s Road to approximately half-way to the rail crossing.
- The Town of Innisfil plans to add sewers along 6th Line between the Sleeping Lion development and 5 Sideroad by 2018. A master servicing process was completed in 2012, including an EA for sewer pipes. Individual EAs will need to be completed for the pumping stations.
- The Town is moving ahead with a separate EA for a potential interchange at Highway 400 and 6th Line – Chris Hibberd is the NVCA contact for that EA. If this EA is successful, interchange construction is anticipated in the next 10-20 years. The project team clarified that the 6th Line EA does not include a design for the potential Highway 400 interchange, or a potential GO station along the study area, however the traffic analysis conducted took these potential implementations into account to ensure the 6th Line design would accommodate such improvements if they were implemented as part of a separate study.

Item Topic

- Construction of 6th Line road improvements and servicing will be done in conjunction for the segment east of 20 Sideroad. West of 20 Sideroad, servicing will be implemented in the next few years but funding is not yet available for the road work. It was confirmed that the sanitary sewers will be placed within the road bed (within the existing right-of-way).

5 Technical Studies

A variety of technical studies were discussed as documented below.

Natural Heritage:

LGL conducted a natural heritage assessment which identified intermittent fisheries habitat, one butternut tree (north side of 6th Line, west of 20 Sideroad), habitat for Meadowlark and Bobolink, and other significant natural areas including the Lover’s Creek PSW. It was noted that there may be one more butternut tree in the back yard of a home on the northwest quadrant of the Yonge Street/6th Line intersection.

Tree Assessment:

A detailed tree survey was conducted east of 20 Sideroad, where construction is anticipated to start. West of 20 Sideroad, LGL screened areas for Butternut and significant species, but no official “tree survey” was conducted due to the long-term timelines for construction along this segment. It is anticipated that tree health will significantly change before construction begins, so a detailed assessment closer to construction is recommended.

It was noted that along portions of the study area, the proximity of trees to the road pavement is a safety concern due to sightlines, particularly with the presence of deer crossing the road.

Drainage:

At the time of the assessment, HDR had access to the HEC-RAS model from NVCA but not the one from LSRCA. The preliminary assessment was completed based on the information available at the time.

Draft culvert recommendations were presented. These will be confirmed during detailed design – a commitment will be documented in the ESR. HDR confirmed that the recommendations documented in the ESR meet the Town of Innisfil’s standards for minimum pipe sizes.

Where the profile is raised, Conservation Authority representatives inquired about upstream flooding impacts. HDR will review and document in the stormwater management report if required.

For the road segment adjacent to the Sleeping Lion development, stormwater from the roadway will be directed into the stormwater management facilities from the development.

For the road segment closest to St. John’s Road, the following was discussed:

- Bioswales were considered but there is no sufficient space.
- Bringing the water back to the development was considered, but due to profile conflicts it is not feasible to get back at the proper elevation.
- Provision of a channel was considered, including the risk of flooding.
- Proposed seepage bed with overland flow in roadside ditches similar to the existing conditions.
- Considered taking the water along 6th Line all the way to the lake. The environmental studies included this corridor to identify any sensitive features that would impede the feasibility of this option.
- There is flexibility in the EA, and the preferred option can be confirmed during detailed design.

6 Coordination with Sleeping Lion

The project team has undertaken ongoing coordination with the Sleeping Lion developers, and an iterative process has been followed to arrive at a design that supports the adjacent development while meeting the

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Town's needs. The Sleeping Lion material has been reviewed to ensure it is in agreement with the EA recommendations. The most current design from the EA has been provided to the developers and included in their latest submission.

Once provided, HDR will review the stormwater management recommendations from Sleeping Lion.

7 Other Items

- Simcoe County is undertaking a separate study for Yonge Street.

8 Next Steps

- Project team will re-issue natural heritage figures and a roll plan of the design to better correlate the stationing to the material previously presented.
- Conservation authorities will review the material provided and provide written comments to the project team. Particular attention should be paid to the commitments documented in the ESR.
- NVCA comments are anticipated on March 18th, and LSRCA comments are anticipated on March 25th.
- Scott will provide the Sleeping Lion second submission and the Town's peer review to HDR, and HDR will review.

Yuen, Merlin

From: Restrepo, Veronica
Sent: June-03-15 2:14 PM
To: 'Barbra Perreault'
Cc: Murray, Cheryl; 'Scott MacKenzie'
Subject: RE: Class EA - 6th Line from County Road 27 to St. John's Road Innisfil

Hi Barb,

Our second Open House was held on May 28. As requested, you can find the material that was presented at the Open House at the following link:

<http://www.innisfil.ca/6th-line-improvements>

Please do not hesitate to contact us if you have any questions.

Regards,
Veronica

Veronica Restrepo, P.Eng.
D 647.777.4952

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From: Restrepo, Veronica
Sent: Friday, May 22, 2015 1:59 PM
To: 'Barbra Perreault'
Cc: Chris Hibberd; Glenn Switzer; Murray, Cheryl
Subject: RE: Class EA - 6th Line from County Road 27 to St. John's Road Innisfil

Thanks Barb – we look forward to working with you and will update our records accordingly.

Veronica Restrepo, P.Eng.
D 647.777.4952

hdrinc.com/follow-us

From: Barbra Perreault [<mailto:bperreault@nvca.on.ca>]
Sent: Friday, May 22, 2015 1:55 PM
To: Restrepo, Veronica
Cc: Chris Hibberd; Glenn Switzer
Subject: Re: Class EA - 6th Line from County Road 27 to St. John's Road Innisfil

Hello Veronica, -

I can confirm that I will be replacing all previous contacts. -

Regards, -

Barb Perreault -

Sent from my BlackBerry 10 smartphone on the Rogers network. -

From: Restrepo, Veronica

Sent: Friday, May 22, 2015 1:39 PM
To: Barbra Perreault
Subject: FW: Class EA - 6th Line from County Road 27 to St. John's Road Innisfil

Hi Barb,

I was forwarded your email below letting us know you will be the NVCA contact for the 6th Line EA study. When we met with NVCA representatives in February, we were advised that Lee Bull would be our main point of contact at your offices, and in addition to her we had Chris Hibberd and Glenn Switzer on our contact list. Can you please confirm if you will be replacing any (or all) of the above, or if you would like to be contacted in addition to them?

Thanks,
Veronica

Veronica Restrepo, P.Eng.
D 647.777.4952

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From: Murray, Cheryl
Sent: Wednesday, May 20, 2015 5:06 PM
To: Restrepo, Veronica
Subject: FW: Class EA - 6th Line from County Road 27 to St. John's Road Innisfil

Cheryl Murray, P.E.
D [289.695.4667] M [416.206.7600]

hdrinc.com/follow-us

From: Gan, Tyrone
Sent: Wednesday, May 20, 2015 11:19 AM
To: Murray, Cheryl
Subject: FW: Class EA - 6th Line from County Road 27 to St. John's Road Innisfil

Tyrone Gan, P.Eng.
D 289.695.4622

hdrinc.com/follow-us

From: Barbra Perreault [<mailto:bperreault@nvca.on.ca>]
Sent: Wednesday, May 20, 2015 11:14 AM
To: smackenzie@innisfil.ca
Cc: Gan, Tyrone
Subject: Class EA - 6th Line from County Road 27 to St. John's Road Innisfil

Hello Scott,

Further to a recent "Notice of Study Update" received at our office for the above noted project, I would like to note that I will be the NVCA contact on this project. Please feel free to forward any new or relevant information to my attention. It is my understanding that there will be a second open house held on May 28th, 2015, please forward any presentations or information from this open house so that we can ensure that our files are complete and up to date.

Kindest Regards,

Barb Perreault C.E.T., MLEO(C)
Manager, Regulations and Enforcement
Nottawasaga Valley Conservation Authority
8195 8th Line, Utopia, ON, L0M 1T0
Phone: 705-424-1479 ext. 245
Fax: 705-424-2115

website: www.nvca.on.ca **Twitter:** [@NottawasagaCA](https://twitter.com/NottawasagaCA) **Facebook:** [Nottawasaga Valley CA](https://www.facebook.com/NottawasagaValleyCA)

Frequently Asked Questions for the Permit Process

<http://www.nvca.on.ca/Pages/AboutPermits.aspx>

Looking to Make a Permit Application?

<http://www.nvca.on.ca/Pages/Planning-Forms-and-Fees.aspx>

NVCA Planning and Regulations Documents

<http://www.nvca.on.ca/Pages/PlanningPolicies.aspx>

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Consider the environment. Please don't print this e-mail unless you really need to.

Yuen, Merlin

From: Barbra Perreault <bperreault@nvca.on.ca>
Sent: May-05-16 4:46 PM
To: Restrepo, Veronica
Subject: RE: 6th Line EA - Meeting with Conservation Authorities - NVCA Comments

Hello Veronica,

NVCA engineering and ecology staff have reviewed the information you provided and have no additional comments at this time. Your responses and proposed approach is acceptable.

Regards, Barb

Barb Perreault CET., MLEO(C) | Manager, Regulations and Enforcement

Nottawasaga Valley Conservation Authority
8195 8th Line, Utopia, ON L0M 1T0
T 705-424-1479 ext. 245 | F 705-424-2115
bperreault@nvca.on.ca | nvca.on.ca

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From: Restrepo, Veronica [mailto:Veronica.Restrepo@hdrinc.com]
Sent: Thursday, May 05, 2016 12:53 PM
To: Barbra Perreault
Cc: Joseph Cavallo; 'Scott MacKenzie'; Tom Reeve; Ian Ockenden; Murray, Cheryl
Subject: RE: 6th Line EA - Meeting with Conservation Authorities - NVCA Comments

Hi Barb,

Please find attached a memo with our team's responses to your comments. Can you please review and confirm that our responses and proposed approach are acceptable, and provide any required clarification by end of day tomorrow? Once our approach is confirmed, next week we will move forward with addressing your comments and finalizing the material for ESR filing.

Thanks,
Veronica

Veronica Restrepo, P.Eng.
D 647.777.4952

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From: Barbra Perreault [mailto:bperreault@nvca.on.ca]
Sent: Tuesday, March 08, 2016 7:08 PM
To: Restrepo, Veronica
Cc: 'Shauna Fernandes'; Joseph Cavallo; Kenneth Cheney; 'Scott MacKenzie'; 'Lisa-Beth Bulford'; Tom Reeve; Ian Ockenden; Murray, Cheryl
Subject: RE: 6th Line EA - Meeting with Conservation Authorities

Hello Veronica;

NVCA staff has reviewed the documents you have provided and offer the following comment on the 6th Line EA project:

NVCA Engineering comments:

1. The flows for the cross culverts were determined using the Ontario flow assessment tool. We are not familiar with this tool but accept it is reasonable for the EA stage of this project. In the permitting stage (i.e. final detailed design) we would request the engineer confirm these flow calculations by comparing some (or all) to flow derived using the best available mapping information at that time.
2. The culvert analysis focused on the 25 or 50 year return period event. We would also request that where road profiles are changing an analysis be performed to confirm there are no upstream impacts on flood levels for the regulatory event (the greater of the region (Timmins) and 100 year).
3. The report conclusion stormwater management will be provided to meet MOE stormwater management practice. Will conservation authority guidelines also be used as stated earlier in the report?
4. Section 5.1.1 indicates that roadside swales are not suitable for controlling peak flows and downstream erosion but these are the only stormwater management measure proposed for segment 1 and 2. Is it the intention to have the swale provide all the required stormwater management function? If so, please confirm that sizing is reasonable for the ROW width.

NVCA Natural Heritage comments:

NVCA staff reviewed the Draft Natural Heritage Report (Feb 2016) prepared by LGL Ltd, the Draft ESR (Feb 21, 2016) prepared by HDR and the updated design drawings provided by HDR and offer the following comments, which reflect our concerns along 6th Line within our area of jurisdiction (County Road 27 to Yonge Street):

1. The DFO self-assessments is still outstanding. The NHR mentions the self-assessments are to be completed during detailed design, we would require documentation on file that this has been completed and the outcome of this assessment.
2. Discussions with MNR regarding SAR (butternut, bobolink, etc.) is still outstanding. The NHR mentions these discussion are to be completed during detailed design, we would require documentation on file.
3. We have concerns with the proposed alteration of groundwater flow (quantity & quality) in Innisfil Creek in the vicinity of Highway 400 and downstream. The 6th Line-Hwy 400 underpass is only marginally above the Creek level (and presumed water table), all future work on the Hwy 400 underpass would need to ensure groundwater quantity & quality are maintained. Innisfil Creek gains significant cold groundwater in the forest/valley block immediately southeast of the underpass improving the Creek from a degraded municipal drain to a high-quality coldwater fishery within one concession block. All proposed roadwork with this project and the Hwy 400 interchange project need to protect these groundwater resources.
4. Innisfil Creek in the vicinity of the 5th Sideroad-Hwy 400 is a highly degraded municipal drain with significant exposure to cattle in the creek. Opportunities in this stretch of Innisfil Creek should be explored for restoration/enhancement should compensation be needed.

5. NVCA staff support the urban cross-section plan through the Lover's Creek PSW to minimize the road footprint, as long as the urban design can sufficiently handle stormwater (quantity & quality) prior to it discharging into nearby watercourses.
6. NVCA staff support the replacement of trees needing to be cut along this corridor at a 3:1 ratio. The loss of trees through the Lover's Creek PSW should be minimized with the urban cross-section.

We trust this information will be helpful. Please feel free to contact me if you require clarification on any of the points listed above. I will be in an out of meetings for the remainder of this week and out of the office next week.

Regards,

Barb Perreault CET., MLEO(C) | Manager, Regulations and Enforcement

Nottawasaga Valley Conservation Authority
8195 8th Line, Utopia, ON L0M 1T0
T 705-424-1479 ext. 245 | F 705-424-2115
bperreault@nvca.on.ca | nvca.on.ca

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From: Restrepo, Veronica [<mailto:Veronica.Restrepo@hdrinc.com>]
Sent: Friday, March 04, 2016 4:23 PM
To: 'Scott MacKenzie'; 'Lisa-Beth Bulford'; Barbra Perreault; Tom Reeve; Ian Ockenden; Murray, Cheryl
Cc: 'Shauna Fernandes'; Joseph Cavallo; Kenneth Cheney
Subject: RE: 6th Line EA - Meeting with Conservation Authorities

[Download Slingshot file\(s\)](#) | New User? Click [here](#).
6th Line EA - Updated Design Plates - 20160304.zip;

Access Slingshot.hdrinc.com home page

Hi everyone,

We've made some minor edits to our design files to ensure the culvert recommendations shown are consistent with what was recommended in the Drainage and Stormwater Management Report.

The updated design plates are attached via Slingshot. Please let us know if you have any questions as you review the material.

Thanks,
Veronica

Veronica Restrepo, P.Eng.
D 647.777.4952

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From: Restrepo, Veronica
Sent: Tuesday, March 01, 2016 4:18 PM
To: 'Scott MacKenzie'; 'Lisa-Beth Bulford'; 'Barbra Perreault'; 'Tom Reeve'; 'Ian Ockenden'; Murray, Cheryl
Cc: 'Shauna Fernandes'; 'Joseph Cavallo'; 'Kenneth Cheney'
Subject: RE: 6th Line EA - Meeting with Conservation Authorities

[Download Slingshot file\(s\)](#) | New User? Click [here](#).

20160301 6th Line EA - Additional Material for Conservation Authorities.zip;

Access Slingshot.hdrinc.com home page

Hi everyone,

As discussed during our meeting on February 22, I've attached another zip file with the following to assist with your review:

- Design drawings (plan and profile roll plans) for the entire study area – 7 PDFs in total
- Updated natural heritage report, including updated figures and photo appendix (this is an updated version of the report that was previously circulated)

The files are once again attached via slingshot. Please let me know if you have any issues downloading them, or if you require additional information for your review.

We look forward to receiving your comments in the coming weeks. In the meantime, do not hesitate to contact me if you have any questions.

Thanks,
Veronica

Veronica Restrepo, P.Eng.

D 647.777.4952

hdrinc.com/follow-us

From: Restrepo, Veronica

Sent: Sunday, February 21, 2016 10:05 PM

To: 'Scott MacKenzie'; 'Lisa-Beth Bulford'; 'Barbra Perreault'; Tom Reeve; Ian Ockenden; Murray, Cheryl

Cc: 'Shauna Fernandes'; 'Joseph Cavallo'; 'Kenneth Cheney'

Subject: 6th Line EA - Meeting with Conservation Authorities

[Download Slingshot file\(s\)](#) | New User? Click [here](#).

6th Line EA - Draft Material for Conservation Authorities and MNR. zip;

Access Slingshot.hdrinc.com home page

Hi everyone,

Please find attached a zip file with the following material for the 6th Line EA:

- Draft Natural Heritage Report
- Draft Drainage and Stormwater Management Report
- Draft Environmental Study Report (ESR)

Due to the large file size, please use the Slingshot instructions above to download the file and let me know if you have any issues. Please note that all of the above reports are still in draft form.

Apologies for not sending this sooner. We will walk you through some of this material during our discussions tomorrow morning, and you will then have a chance to review the individual reports and provide your comments.

Thanks,
Veronica

Veronica Restrepo, P.Eng.

Transportation Engineer

Meeting Notes

Project: Town of Innisfil – 6th Line Municipal Class EA (County Road 27 to St. John's Road)

Subject: Meeting with Ministry of Natural Resources and Forestry (MNRF)

Date: Monday, February 29, 2016

Time: 9:30 am – 11:30 am

Location: Town of Innisfil Office (2101 Innisfil Beach Road), Meeting Room 4

Attendees:	Maria Jawaid	MNRF
	Scott MacKenzie	Town of Innisfil
	Cheryl Murray	HDR
	Veronica Restrepo	HDR
	Joseph Cavallo	LGL

Distribution: All Attendees

Item Topic

1 Introductions

Introductions were made by all attendees.

2 Project Status

Cheryl Murray provided an overview of the project and described the two distinct segments within the study area, between County Road 27 and 20 Sideroad, and between 20 Sideroad and St. John's Road.

The goal is to file the ESR in Spring 2016.

3 Proposed Design

The project team described the proposed designs along the study corridor. In general, the horizontal design philosophy was to widen equally about the centreline to minimize impacts beyond the existing ROW and already disturbed edges. The project team then reviewed environmental constraint locations and modified the design by shifting the road centreline away from the environmentally sensitive areas. In general, where wooded areas were present on both sides of the street, per direction from the conservation authorities the impacts were concentrated on the smaller, fragmented areas, and minimized for the larger or more sensitive areas. The typical cross-section was also modified at highly constrained locations, where the road footprint was narrowed to minimize impacts to features on both sides of the street.

In general, the proposed designs consist of the following:

County Road 27 to 20 Sideroad:

- 2 lane rural road due to low traffic volumes and predominantly rural area (agricultural lands), with

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protection for 30 m ROW for potential future widening

- Wider lanes, 3 m shoulders to improve safety and provide space for cyclists and pedestrians
- Profile as close to existing as possible
- Generally widen about the centerline to minimize new disturbance areas; exception where environmental constraints resulted in horizontal alignment shifts to minimize impacts
- Roadside ditches will be provided to improve water quality

20 Sideroad to St. John's Road:

- Transition from 2 lane rural road to 4 lane urban road at 20 Sideroad
- Generally widen about the centerline to minimize new disturbance areas; exception where constraints resulted in horizontal alignment shifts to minimize impacts
- Generally, profile as close to existing as possible with the exception of locations that do not currently meet geometric standards or where profile adjustments were required to accommodate underground infrastructure

The designs were also modified based on discussions with individual property owners, as follows:

- **At 5 Sideroad:** there are existing built heritage properties on both sides of the street. The property on the south side would be significantly impacted even if the design consisted of widening about the centreline. Based on discussions with both property owners, it was decided to shift the road centreline to the south – this results in additional impacts to the property on the south side (the entire property would need to be acquired), and avoids impacts to the property on the north side. Both property owners agreed with this design.
- **Yonge Street:** there is a cemetery at the southwest quadrant of the intersection. In order to avoid impacts to the cemetery, road widening results in impacts to the property on the northwest quadrant of the intersection. The project team met with the property owner and discussed the options and implications. The property owner understands that these impacts are unavoidable, and their property would also be impacted by future work along Yonge Street.
- **At the Hamlet (east of Yonge Street):** homes along this segment that were built most recently have shorter setbacks, so residents are concerned that tree loss within the right-of-way due to road widening would result in loss of screening. Based on discussions with all property owners in the area, a compromise on the road centreline was reached and those that would lose trees in front of their properties have the ability to plant trees closer to their buildings at this time, so that there is some screening when the work is done and the trees are removed within the right-of-way.

Coordination with the Sleeping Lion development also took place with the goal of balancing development needs while minimizing natural environment impacts. In general, it is expected that the developers match into the proposed 6th Line design. Adjacent to the development (across from the PSW), it is proposed to maintain the roadway centreline, but widen the roadway platform to the north. This will result in a wider boulevard and multi-use path on the north side to service the development, and a narrower sidewalk on the south side that stops before the PSW to minimize impacts to the natural environment.

In terms of the vertical profile, the existing profile will be followed to the greatest extent possible, with the exception of areas that do not currently meet geometric standards, such as in the vicinity of Highway 400.

At Highway 400, the Town of Innisfil is undertaking a separate EA for a potential interchange. An ongoing MTO EA proposes to widen Highway 400 from the existing 6 lanes to 8 lanes with protection for 10 lanes. Therefore, the bridge over 6th Line will be designed to accommodate 10 lanes.

Item Topic

4 Project Timelines

- The engineering design, as presented during the meeting, is substantially complete.
- Draft ESR and other technical reports are complete, ready to be reviewed by the agencies and conservation authorities.
- Sleeping Lion development is being reviewed – it is anticipated that pre-servicing commences in June/July 2016, including the segment of 6th Line from St. John’s Road to approximately half-way to the rail crossing.
- The Town of Innisfil plans to add sewers along 6th Line between the Sleeping Lion development and 5 Sideroad by 2018. A master servicing process was completed in 2012, including an EA for sewer pipes. Individual EAs will need to be completed for the pumping stations.
- The Town is moving ahead with a separate EA for a potential interchange at Highway 400 and 6th Line. If this EA is successful, interchange construction is anticipated in the next 10-20 years. The project team clarified that the 6th Line EA does not include a design for the potential Highway 400 interchange, or a potential GO station along the study area, however the traffic analysis conducted took these potential implementations into account to ensure the 6th Line design would accommodate such improvements if they were implemented as part of a separate study.
- Construction of 6th Line road improvements and servicing will be done in conjunction for the segment east of 20 Sideroad. West of 20 Sideroad, servicing will be implemented in the next few years but funding is not yet available for the road work. It was confirmed that the sanitary sewers will be placed within the road bed (within the existing right-of-way).

5 Technical Studies

A variety of technical studies were discussed as documented below.

Natural Heritage:

LGL conducted a natural heritage assessment which identified intermittent fisheries habitat, one butternut tree (north side of 6th Line, west of 20 Sideroad), habitat for Meadowlark and Bobolink, and other significant natural areas including the Lover’s Creek PSW. It was noted that there may be one more butternut tree in the back yard of a home on the northwest quadrant of the Yonge Street/6th Line intersection.

At detailed design, a butternut health assessment will need to be conducted. MNRF noted that removal of the butternut could be allowed if required, subject to mitigation/compensation per the Species at Risk Act.

MNRF noted they are most interested in SAR and PSW findings. If any homes or buildings are recommended to be demolished to accommodate the proposed design, they will need to be screened for species at risk.

It was confirmed that a bat survey was not conducted as part of the EA. MNRF noted they may require a snag density survey done during detailed design.

Tree Assessment:

A detailed tree survey was conducted east of 20 Sideroad, where construction is anticipated to start. West of 20 Sideroad, LGL screened areas for Butternut and significant species, but no official “tree survey” was conducted due to the long-term timelines for construction along this segment. It is anticipated that tree health will significantly change before construction begins, so a detailed assessment closer to construction is recommended.

It was noted that along portions of the study area, the proximity of trees to the road pavement is a safety concern due to sightlines, particularly with the presence of deer crossing the road.

Item Topic

Drainage:

The preliminary assessment was completed based on the information available from the conservation authorities at the time, and details will need to be confirmed during detailed design.

Draft culvert recommendations were presented. These will be confirmed during detailed design – a commitment will be documented in the ESR. HDR confirmed that the recommendations documented in the ESR meet the Town of Innisfil’s standards for minimum pipe sizes. The intent of the designs is to maintain historical drainage patterns.

For the road segment adjacent to the Sleeping Lion development, stormwater from the roadway will be directed into the stormwater management facilities from the development.

Surface water will be treated before it enters any PSWs.

For the road segment closest to St. John’s Road, the following was discussed:

- Bioswales were considered but there is no sufficient space.
- Bringing the water back to the development was considered, but due to profile conflicts it is not feasible to get back at the proper elevation.
- Provision of a channel was considered, including the risk of flooding.
- Proposed seepage bed with overland flow in roadside ditches similar to the existing conditions.
- Considered taking the water along 6th Line all the way to the lake. The environmental studies included this corridor to identify any sensitive features that would impede the feasibility of this option.
- There is flexibility in the EA, and the preferred option can be confirmed during detailed design.

6 Coordination with Sleeping Lion

The project team has undertaken ongoing coordination with the Sleeping Lion developers, and an iterative process has been followed to arrive at a design that supports the adjacent development while meeting the Town’s needs. The Sleeping Lion material has been reviewed to ensure it is in agreement with the EA recommendations. The most current design from the EA has been provided to the developers and included in their latest submission.

Once provided, HDR will review the stormwater management recommendations from Sleeping Lion.

7 Other Items

- Simcoe County is undertaking a separate study for Yonge Street.
- SAR documentation in ESR:
 - MNRF suggests avoiding specific point location for SAR documentation in public materials
 - Two versions of natural heritage report will be prepared – Town will maintain full version in their files, and a version without point location details will be included in material for ESR to be available to the public
 - MNRF will provide comments and suggest which details should be removed for public version

8 Next Steps

- Project team will provide one hard copy of the draft material for review, including draft ESR, design roll plots, draft natural heritage report, and draft stormwater management report.
- MNRF will review the material and provide written comments to the project team. Particular attention should be paid to the commitments documented in the ESR.
- MNRF comments are anticipated on March 29th.

**Ministry of Natural
Resources and Forestry**
Midhurst District Office
2284 Nursery Road
Midhurst, ON L0L 1X0
Tel: 705-725-7500
Fax: 705-725-7584

**Ministère des Richesses naturelles
et des Forêts**
Bureau de district Midhurst
2284, rue Nursery
Midhurst, ON L0L 1X0
Tél: 705-725-7500
Télééc: 705-725-7584



April 7th 2016

Veronica Restrepo
HDR
255 Adelaide Street W.
Toronto, ON
M5H 1X9

Dear Ms. Restrepo,

**SUBJECT: 6th Line Municipal Class Environmental Assessment
County Rd 27 to St. John's Road
Town of Innisfil, County of Simcoe**

The Ministry of Natural Resources and Forestry has reviewed the Draft Natural Heritage Report and Draft Environmental Study Reports submitted in support of the above Municipal Class EA. I am pleased to offer the following comments on behalf of the Ministry:

The reports note that culvert extensions and creek channel realignments will be required for the proposed road improvements.

- The project team should confirm appropriate in-water work timing windows.

It was recommended in the reports that fish isolated by construction activities be captured and released to the watercourse.

- Please note that in order to capture and release fish for this purpose a Licence to Collect Fish for Scientific Purposes under the *Fish and Wildlife Conservation Act (1997)* is required. This licence can be obtained by submitting an application to the Midhurst MNR office.

One butternut was identified within the study area.

- A Butternut Health Assessment should be conducted for this tree.
- Please note that recent policy direction regarding the protective buffer around butternut trees has been amended to 50m. Future assessments should include the entire potential construction area, and all lands within 50m of the construction zone.

The reports note Bobolink, Eastern Meadowlark, and Barn Swallows were in suitable habitats within or adjacent to the study area.

- Additional surveys targeting these species should be completed at the detailed design stage for this project.
- If necessary, MNR can advise on any survey and ESA process requirements for these species.

The large forested area at the southern end of Lover's Creek PSW abutting the 6th Line is mapped as deer core/shelter (stratum 1) winter habitat. Potential deer/vehicle collisions resulting from the road widening could represent a significant social and species specific concern.

- An evaluation of deer movement across 6th Line in particular the area near the deer wintering area is warranted.
- If studies reveal significant deer movement in this area, mitigation measures will need to be incorporated into the designs.

Please contact me if you have any questions regarding the foregoing.

Sincerely,

A handwritten signature in black ink, appearing to read 'Maria Jawaid', with a large, sweeping flourish underneath.

Maria Jawaid
A/ District Planner, Midhurst District
Ministry of Natural Resources and Forestry
Tel: (705) 725-7546
maria.jawaid@ontario.ca

Restrepo, Veronica

From: Jawaid, Maria (MNRF) <Maria.Jawaid@ontario.ca>
Sent: Friday, May 13, 2016 3:38 PM
To: Restrepo, Veronica
Subject: RE: 6th Line EA - Meeting with MNRF

Everything looks good.

We will look forward to the detailed design now.

Thanks,

Maria Jawaid

A/ District Planner – Midhurst District
Ministry of Natural Resources & Forestry
2284 Nursery Rd. Midhurst, ON L0L 1X0
Tel: (705) 725-7546

“In order for us to serve you better, please call ahead to make an appointment with our staff.”

 Please consider the environment before printing this e-mail

From: Restrepo, Veronica [mailto:Veronica.Restrepo@hdrinc.com]
Sent: May 13, 2016 3:37 PM
To: Jawaid, Maria (MNRF)
Subject: RE: 6th Line EA - Meeting with MNRF
Importance: High

Hi Maria,
I'm following up on my email from last week. Can you please confirm that our responses and proposed approach are acceptable, and provide any required clarification as soon as possible?
Thanks,
Veronica

Veronica Restrepo, P.Eng.
D 647.777.4952

hdrinc.com/follow-us

From: Restrepo, Veronica
Sent: Thursday, May 05, 2016 12:51 PM
To: 'Jawaid, Maria (MNRF)'
Cc: 'Scott MacKenzie'; Murray, Cheryl; 'Joe Cavallo'
Subject: RE: 6th Line EA - Meeting with MNRF

Hi Maria,

Please find attached a memo with our team's responses to your comments. Can you please review and confirm that our responses and proposed approach are acceptable, and provide any required clarification by end of day tomorrow? Once our approach is confirmed, next week we will move forward with addressing your comments and finalizing the material for ESR filing.

Thanks,
Veronica

Yuen, Merlin

From: Gan, Tyrone
Sent: May-19-15 5:54 PM
To: Murray, Cheryl
Subject: FW: 6th Line Muncipal Class EA
Attachments: 20150519141838000.pdf

Cheryl, we should confirm what new structure they are planning at 400 / 6th Line

Tyrone Gan, P.Eng.
D 289.695.4622

hdrinc.com/follow-us

From: White, Justin (MTO) [<mailto:Justin.White@ontario.ca>]
Sent: Tuesday, May 19, 2015 2:57 PM
To: Scott MacKenzie (smackenzie@innisfil.ca); Gan, Tyrone
Cc: Dorton, Peter (MTO)
Subject: RE: 6th Line Muncipal Class EA

Good Afternoon,

Thank you for your Notice of Study Update/Public Open House #2.

As mentioned below, the MTO welcomes consultation on the 6th Line Environmental Assessment as improvements are shown within in the area of Highway 400. The MTO can provide clarity into the requirements for any new infrastructure within MTO right of way.

The Hwy 400/ 6th Line structure is listed on the ministry's program for replacement within the next 5 years, but not earlier than 2017. We will be working with the Town of Innisfil throughout this project. The ministry currently has a preliminary design update for widening of Hwy 400 from Hwy 89 to Hwy 11 which includes the 6th line structure within the limits. The study is expected to be completed by early 2016.

Thanks,

Justin White, P.Eng

York Simcoe | Planning & Design | Ministry of Transportation
Tel: 416-235-5609

From: White, Justin (MTO)
Sent: December-02-14 4:02 PM
To: Scott MacKenzie (smackenzie@innisfil.ca); tyrone.gan@hdrinc.com
Cc: Dorton, Peter (MTO)
Subject: 6th Line Muncipal Class EA

Good Afternoon,

Thank you for your Notification of Study Commencement and PIC #1.

The Hwy 400/ 6th Line structure is listed on the ministry's program for replacement within the next 5 years, but not earlier than 2017. We will be working with the Town of Innisfill throughout this project. The ministry currently has a

preliminary design update for widening of Hwy 400 from Hwy 89 to Hwy 11 which includes the 6th line structure within the limits. The study is expected to be completed by early 2016.

The Municipal EA for the 6th Line widening should include consultation with MTO and an internal project team would review and comment on all aspects ensuring MTO standards are met and future plans for the Hwy 400 are taken into consideration. The Municipal EA for 6th Line widening should include all work required to widen the Hwy 400 overpass and any Town works within 400 ROW will require MTO Encroachment permit.

I will be the lead for the ministry. Please contact me if you have any questions or concerns and keep me posted on the status of the study.

Thanks,

Justin White, P.Eng

York Simcoe | Planning & Design | Ministry of Transportation

Tel: 416-235-5609



Telephone Record

Project: 6 th Line EA, County Rd 27 to St. John's Rd Innisfil Ontario	Project No:
Date: 05/25/2015	Subject: 6 th Line Undercrossing of Highway 400
Call to: Justin White, Project Engineer Planning & Design, York Simcoe MTO, Downsview	Phone No: 416-235-5609
Call from: Cheryl Murray, HDR	Phone No: 289-695-4667

Discussion, Agreement and/or Action:

The purpose of this call was to discuss the 6th Line Municipal Class EA being conducted by the Town of Innisfil.

The following is a summary of the status of the Municipal Class EA, provided by HDR.

- The project is on 6th Line, from County Road 27 to St. John's Road.
- The Town of Innisfil Project Manager is Scott MacKenzie (705.436.3740 x 3242).
- The HDR Project Manager is Tyrone Gan, Project Engineer Cheryl Murray.
- The project is following after a Transportation Master Plan completed by the Town in 2013.
- The need for the roadway improvements is being driven by growth along 6th Line, most notably a new development named Sleeping Lion, located north of 6th Line, east of the Barrie GO Line.
- The EA is planned to be a single document for the corridor.
- Preliminary analysis indicates the 6th Line will need to be widened to a 4-lane urban roadway from St. John's Road to 20th Sideroad, and a 2-lane rural roadway from 20th Sideroad to County Road 27.
- The 6th Line EA held Open House #1 in December 2014. Open House #2 is schedule this week.
- The Town seeks to have construction from St. John's to east of the Barrie GO line crossing completed in the next 2 years, and generally to 20th Sideroad in the next 5 years. The Town also wishes to extend servicing to 5th Sideroad in the next 2-3 years, but funding for the servicing has not yet been established. The Town has not finalized the timing of the roadway construction or right of way acquisition from 20th Sideroad to Country Road 27 yet.
- The 6th Line EA is anticipated to be completed Fall 2015.

Justin provided a general summary of the Highway 400 EA update.

- The corridor is being examined as an update to the 2004 EA completed for the corridor.
- The recommendations for the segment through Innisfil remain generally unchanged from the

2004 recommendations.

- Although the corridor is generally planned for 8 lanes, with right of way protection for 10 lanes, the structure at 6th Line will likely be built to a 10-lane width to accommodate the corridor construction staging.
- The 6th Line structure will be combined for detailed design and construction with the BC rail crossing north of Innisfil Beach Road. Construction of the structure would not likely occur before 2017 construction season. The current priority in the area is: 4th Line/11th Line, 10th Line, then 6th Line. Scoping for the design assignment for 6th Line structure is anticipated after the completion of the Highway 400 EA update (late fall 2015), or about early 2016.
- MTO has had early coordination and stakeholder meetings with the Town of Innisfil for the Highway 400 EA. The persons that they are working with are:
 - Carolina Cantillo, Engineer
 - Ali Mustafa, Manager of Capital Engineering

As part of this discussion, HDR shared the Town's goals in regards to the Highway 400 crossing, as outcomes from this EA.

- The Town understands that an interchange may be warranted in the future based on the traffic modelling completed with the Transportation Master Plan. The need will be driven by congestion levels at Innisfil Beach Road when it reaches capacity. A likely location for an interchange is 6th Line because it can provide measureable relief to the Innisfil Beach IC.
- The Town wishes to understand the potential needs of an interchange so that it can consider property protection and development limitations that may be needed in the area so as not to preclude a future interchange, if warranted.
- The Town understands that the needs and justifications to meet the Ministry requirements for an interchange exceed the expectations of the EA being completed for the roadway widening of 6th Line.
- The Town wishes to coordinate the 6th Line roadway widening with MTO so that the Hwy 400/6th Line structure replacement does not to preclude the Town's ability to widen 6th Line.
- The Town understands that requests for increases in the 6th Line structure span would need to be coordinated with MTO, including discussions of funding.

As part of this discussion, Justin clarified that the Ministry cannot proceed with property acquisitions without an EA completed to their standards or on behalf of another jurisdiction (such as may be required to support a future interchange). Also, the Ministry would require for the Town to demonstrate the need in order for local needs (such as roadway widening) to be incorporated into the Hwy 400 EA document. Although the Ministry recognizes that a TMP presents good information regarding the needs of a roadway network, a TMP alone is not adequate justification for a new interchange.

Justin cautioned HDR on showing options, such as an interchange, at a public meeting without review and endorsement by the Ministry. The Ministry would expect that justification to MTO standards would be met prior to endorsing a design. He suggested that HDR review examples from neighbouring communities and their approach for understanding the future needs and how they are approaching property protection at a local level.

Justin offered to review the slides in advance of the meeting for general coordination, and before any statements regarding the Ministry are presented to the public.

For future coordination, MTO will alert AECOM, the consultant completing the Highway 400 EA as to the current 6th Line status as discussed.

Cheryl alerted Justin to a property owner that is shared by both projects. Mr. Hilverda owns property at the NW quadrant of 6th Line and Hwy 400 and has indicated a desire to be contacted in advance of any surveying activities, and may not be supportive of right of way acquisitions from his property. Justin suggested that the Ministry and the Town may want to coordinate with this property owner so as to acquire property needs under a single, coordinated action rather than risking upsetting the property owner on numerous occasions. This would only be possible depending on the timing of the completion of both EA's and funding.

Action Items:

1. HDR will prepare meeting notes and send to Justin White, MTO to review. A copy of the email will be sent to the Scott MacKenzie at Town of Innisfil (TOI).
2. HDR will send MTO (Justin White) draft PIC boards to review.
3. Justin White will alert AECOM about the 6th Line EA status.
4. HDR will coordinate with the TOI PM so that he may be included as a future stakeholder with MTO for Hwy 400 EA discussions.
5. HDR will coordinate with the TOI PM to provide suitable information that may be passed on to MTO to demonstrate the need for 6th Line widening so that the Hwy 400 structure does not preclude roadway widening on 6th Line.
6. HDR will confirm with TOI the ability to share resource reports, when completed, with the Ministry so that the Ministry may understand the natural environment.
7. HDR will pass on to TOI the suggestion regarding a coordinated right of way acquisition for shared affected property owners at the Hwy 400/6th Line area.



Telephone Record

Project: 6 th Line EA, County Rd 27 to St. John's Rd Innisfil Ontario	Project No:
Date: 01/21/2015	Subject: 6 th Line overcrossing of Rail Line
Call to: Trevor Anderson, Manager Environmental Assessment Metrolinx-Capital Projects Group	Phone No: 416-869-3600, ext 5261
Call from: Cheryl Murray, HDR Dan Francey, HDR	Phone No: 289-695-4667

Discussion, Agreement and/or Action:

The purpose of this call was to update Metrolinx regarding the 6th Line Municipal Class EA being conducted in the Town of Innisfil, and to obtain some information regarding the Barrie GO Line, where it crosses 6th Line.

Following introductions, Cheryl summarized the status of the Municipal Class EA.

- The project is on 6th Line, from County Road 27 to St. John's Road.
- The project is following after a Transportation Master Plan completed by the Town in 2013.
- The need for the roadway improvements is being driven by growth along 6th Line, most notably a new development named Sleeping Lion, located north of 6th Line, east of the Barrie GO Line.
- Preliminary analysis indicates the 6th Line will need to be widened to a 4-lane roadway as it crosses the Barrie GO Line corridor, and the existing structure will need to be replaced.
- The conceptual alignment also has a slight shift to the south from the existing crossing.
- The 6th Line EA has held on public open house, in December 2014. There was interest at this meeting regarding the likelihood of a GO Station at 6th Line.

Trevor provided an update regarding the scope of the Metrolinx EA for the Barrie corridor.

- The corridor is being expanded as part of the regional express growth between (north of) Union Station to Allendale. Most of the expansion is south of this location.
- Although there is a single track now, the corridor will be double-tracked in the mid- to long-term. Metrolinx would likely shift the existing track to one side to accommodate the placement of the second track and the existing corridor width is wide enough to contain both tracks (future condition) without acquiring additional right of way.
- He wouldn't foresee significant grade changes to the track with any new rail construction to install a second track.
- HDR would also need to consider the requirements for lateral clearance for any features that we

construct outside of the right-of-way.

- The corridor is to be protected for future electrification.
- This corridor EA is not looking at station locations. The 6th Line EA would not need to protect for a future station. The 2005 Metrolinx EA regarding station locations still stands (station recommend at 5th Line), and Metrolinx is not planning an update any time soon.

As part of this discussion, HDR requested some guidance regarding how to design 6th Line over the Barrie corridor. Metrolinx is in general agreement with the following general conditions when developing alternatives:

- To accommodate electrification, a 7.4m vertical clearance should be provided above the top of rail.
- HDR proposed a lateral clearance of 1m outside of the existing right of way to face of abutment.
- HDR can assume that the top of rail would be no higher than existing.

For future coordination, Metrolinx is interested in the messaging being provided to the general public. Trevor is willing to review our PIC Metrolinx-related messaging, but HDR will need to provide them 3+ weeks to review any display boards internally.

Metrolinx has recently hired a consultant, December 2014 (Hatch/design & RJ Burnside/EA) for their corridor EA. Trevor will stay in touch regarding the public meetings that they plan for their EA so that the Town and/or HDR can attend and gather relevant information.

HDR asked for more information regarding the traffic predictions in the vicinity of the 5th Line Station that may have been used by Metrolinx for the 2005 EA. Trevor suggested that the information that was used is likely now out of date. Updated numbers should be provided to Metrolinx if they have changed.

HDR requested the following items from Metrolinx, if available: Board Order, As-builts for existing structure.

Action Items:

1. HDR will prepare meeting notes and sent to Trevor Anderson to review.
2. HDR will send Metrolinx (Trevor) draft PIC boards to review, when available.
3. Metrolinx will try and locate the as-builts for the existing structure and send to HDR, if available.
4. Metrolinx will try and locate the Board Order for the existing structure and send to HDR, if available.
5. Town of Innisfil will send Metrolinx updated growth/planning numbers for the Barrie corridor EA.

Restrepo, Veronica

From: Scott MacKenzie <smackenzie@innisfil.ca>
Sent: Friday, March 04, 2016 3:09 PM
To: Tania Zimmerman
Cc: Murray, Cheryl; Restrepo, Veronica; Tim Cane; Carolyn Ali
Subject: 6th Line Class EA - Profile at Metrolinx Corridor
Attachments: 20160226 6th Line EA-P&P-6.pdf; 20150121_Metrolinx_6thLine ClassEA_draft.doc

Hi Tania,

As discussed at yesterday's TAC meeting at the City of Barrie, please see attached plan and profile of the 6th Line at the Metrolinx corridor in the Town of Innisfil. Also included are the minutes to the conference call held with Metrolinx on January 21, 2015. I have copied the Town's consultant, HDR Inc. on this e-mail to keep them informed.

The Town of Innisfil would prefer that any Metrolinx's future ROW requirements be acquired on the west side of the existing tracks since development is already taking place to the east of the tracks (i.e. sales pavilion and model homes are under construction based on future grades along the 6th Line) and grades for a future urban collector intersecting with 6th Line just east of the tracks at the base of the hill have already been set and these grades serve a very important function as a stormwater management overflow route for the most of the Alcona South Secondary Plan area.

If the widening takes place on the east side of the tracks as proposed at the TAC meeting yesterday, the vertical curve would have to shift eastward and have a huge negative impact on everything that has been completed in the last 1.5 years along the 6th Line between the Metrolinx Tracks and eastward to St. John's Road.

The Town would appreciate Metrolinx looking into this area of concern in greater detail as soon as possible. We would like to work with you to determine a solution that works for everyone.

Sincerely,

Scott MacKenzie, P.Eng.
Development Engineer

705-436-3740, Ext. 3242
1-888-436-3710 (toll free)
705-716-1751 (cell)
705-436-7120 (fax)
smackenzie@innisfil.ca

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Meeting Minutes

Project: 6th Line Municipal Class EA, County Road 27 to St. John's Road, Town of Innisfil

Subject: Meeting w/ Sleeping Lion developer/owner @ TOI (regular 2-wk meeting between TOI and developer)

Date: Tuesday, October 28, 2014

Location: Town of Innisfil Boardroom

Attendees: Tyrone Gan, HDR Project Manager (Tyrone.Gan@hdrinc.com)
Bryan Stanton, CCTathum (bstanton@cctatham.com)
Tim Cane, TOI Mgr Land Use Planning
Scott MacKenzie, TOI Development Engineer (smackenzie@innisfil.ca)
Cheryl Murray, HDR (Cheryl.murray@hdrinc.com)
Luka Kot, Cortel Group
Jim Hartman, Urban Watershed Group (jhartman@grnland.com)
Ian McCutcheon, Urban Watershed Group (imccutcheon@grnland.com)
Terry Geddes, Cortel Group

Topic

1 Purpose of Meeting

This is a regular two-week meeting between TOI, Urban Watershed Group, and Sleeping Lion developer/owner. HDR is sitting in with this meeting to be introduced and discuss the 6th Line Class EA process.

2 Development History (Tim Cane)

- Two large development plans – Alcona North and Alcona South were moving forward thru approval process assuming adequate growth to support plans. In December 2011 plans went public, January 2012 new growth numbers were published (lower than anticipated), plans needed to be revisited.
 - Sleeping Lion development was approved because they weren't affected by the change in numbers
 - Draft plan extends Alcona South south to 6th Line.
-

3 Information related to the Development that affects 6th Line

- Phase 3 of the development includes a High Density area, about 5-10 years out, located in the southwest corner of the development.
 - Pond 1, located along the east boundary of the development, drains into a pipe network, cross 6th Line, outfall into a waterway
 - 6th Line cross section was presumed centered about existing centerline. Draft development plan did look at different 6th Line alignments.
 - Key grading location is along Webster Road (road b).
-

4 Development concerns

- Centering the 6th Line cross section on the existing centerline causes double the number of property owners to be impacted, increasing potential delays
- Widening to the south affects a cold water fishery and provisionally significant wetlands

- Developer has been told by the Town that no work will be allowed within road right of way (water/sewer improvements) until EA is provincially approved
 - Grade over CP rail on 6th Line and how it affects the development.
 - Schedule for approvals
-

5 6th Line EA Update (by HDR)

- HDR has developed an accelerated schedule. HDR intends to resolve engineering framework for Part A in early 2015. Will resolve basic cross section, horizontal and vertical alignments.
 - Aiming for Open House December 10. PIC will show Phase 1, 2, alternate cross sections and recommendations, Part A – initial prelim preferred layout
 - Preparing one EA document, accelerating Phase 3 (design concept) for Part A. Expect approval by November 2015.
 - HDR's survey for Part A should come in November 7. We are working with Simcoe County and TOE to obtain survey info to try and speed up looking at layouts. Shared survey from the developer could get us moving faster. At a minimum, want to be sure we are on the same vertical datums.
-

6 General Discussion

- How can the development get services installed if the 6th Line EA isn't approved?
 - The Town can re-discuss the requirements of not allowing any improvements within roadway (water/sewer) without a Class EA approval now that they have a roadway EA schedule.
- Will alignments be changed after the first PIC?
 - The intent is to tie down the alignment for Part A going into the PIC but public comment cannot be predicted and alignments may need to be modified as a result of the process.
- What happens if MTO asks for a bump up at the Hwy 400 interchange?
 - A bump-up shouldn't be expected because a request for approval from MTO isn't anticipated to be needed.
- Developer expressed general concern regarding schedule. Until EA is approved, the design cannot be finalized, which equals risk for the development.
 - Developer suggest considering two EA documents so that Part A is not slowed down by Part B.
 - HDR suggests getting thru Phase 1, Phase 2, and PIC #1 then make the decision to split
 - HDR emphasized that accelerated schedule requires developer to share key technical information such as elevations of proposed road intersections on 6th Line.
- Can the EA process/design incorporate the development design?
 - HDR will try to incorporate developer information because they are a stakeholder.
 - Developer is willing to share some information; Webster (road B) is the critical intersection for grading. They've assumed a slight cut to the grade at 6th Line at this location.
 - Developer planning a pre-submission in December. Need to get their design pinned down.
- Where is the alignment going at the GO rail crossing?
 - Can't be sure at this point, but assuming a second track, longer span, and increased vertical clearance for electrification, it leads the assumption that the profile will need to go up slightly.

Action Items

- HDR will review EA process and make recommendation regarding when a decision to split from one EA to two EAs is recommended.
- Developer to provide proposed elevations of the intersections on 6th Line.

Meeting Minutes #4

DATE: Nov. 5, 2014
FILE NO.: 2800

DATE OF MEETING: **October 28, 2014**

PLACE/TIME: **Town of Innisfil
2101 Innisfil Beach Road, Innisfil ON
1:30PM**

Attendees:	Scott MacKenzie Time Cane Bryan Stanton Luka Kot Terry Geddes Jim Hartman Ian McCutcheon Cheryl Murray Tyrone Gan	Town of Innisfil, Development Engineer Town of Innisfil, Manager of Land Use Planning C.C. Tatham & Associates Ltd. Cortel Group Cortel Group Greenland Consulting Urban Watershed Group Ltd. HDR HDR
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Cc:

Peter Cortellucci **Cortel Group**

RE: **Sleeping Lion – Consultation Meeting #4**

Note: The following minutes are considered to be an accurate record of the action items discussed at the meeting with the above parties. Any discrepancies should be reported to the author immediately.

ITEM	COMMENTS	ACTION
1.	OPENING REMARKS	
	<ul style="list-style-type: none"> CA suggested and it was agreed that bi-weekly meetings should be conducted. Future meetings will occur Tuesdays at 1:30 PM at the Town of Innisfil, every two (2) weeks. The next meeting will be 1:30 PM on Tuesday 11 November 2014. TC provided an overview of the planning status for Sleeping Lion and all planning documents prepared to support the development and Secondary Plan. JH provided an overview of the engineering status of Sleeping Lion and projected schedule. 	UWGL/GRN
2.	SALES PAVILION & SCHEDULE	
	<ul style="list-style-type: none"> Staff Report for Sales Pavilion Re-Zoning is due Nov. 15/2014 for Dec. 10/2014 Council Meeting. Staff Report will include Sales Pavilion Agreement, Sales Pavilion Zoning, a description of building for Sales Pavilion and proposed Site Plan illustrating location, access, parking, etc. 	CORTEL / TOWN

ITEM	COMMENTS	ACTION
	<ul style="list-style-type: none"> • <i>Maximum 6 Demonstration Units are allowed for the development. Cortel wants a total of 9 Demonstration Units. Therefore this revision will be included in the Staff Report for the Sales Pavilion Agreement and Re-Zoning process.</i> • <i>If building elevations are available, these are to be included with the Site Plan.</i> • <i>Town requires the Site Plan by Nov. 1/2014 to support Staff Report and to meet Dec. 10/2014 Council Meeting.</i> • <i>Zoning Process</i> <ul style="list-style-type: none"> ○ <i>Steven Montgomery (SM) to forward required information to Bousfields, complete with dates;</i> ○ <i>Mike Bissett to prepare Draft By-Law or Temporary Use By-Law, to be determined; and,</i> ○ <i>Sales Pavilion Agreement to potentially deal with longevity of Sales Pavilion to eliminate the requirement for extensions of Temporary Use By-Law if proceeding in this direction.</i> • <i>The engineering and site plan design information can be prepared to support the Building Permit Application for the Sales Pavilion following the Staff Report and prior to the Dec. 10/2014 Council Meeting.</i> • <i>Building Permit Application cannot be processed for 20 days after Council Decision. Therefore it was noted that Sales Pavilion Building Permit approval would be available in January 2015 at the earliest.</i> • <i>Sales Pavilion will be a permanent structure and does not need to be a "Trailer". However, the Sales Pavilion cannot be a future habitable structure.</i> • <i>A separate Staff Report will be prepared for the Demonstration Units Agreement for a future Council Meeting.</i> • <i>The Pre-Submission is required to support the grading for the Demonstration Units. Preparation of Plot Plans will be required for the Demonstration Units to support Demonstration Unit Agreement and Building Permit Applications.</i> • <i>L. Kot advised site plan has been completed and will be sent to Town by Monday Nov. 3.</i> • <i>Town to confirm whether a Stormwater Management Report is required to support the Sales Pavilion. It was discuss that a letter verifying that the stormwater and drainage intent meets the overall stormwater objectives may suffice. To be confirmed by Town.</i> 	<p>CORTEL / TOWN</p> <p>CORTEL</p> <p>CORTEL</p> <p>TOWN</p> <p>BOUSFIELD</p> <p>UWGL/GRN / CORTEL</p> <p>UWGL/GRN</p> <p>CORTEL</p> <p>TOWN</p>

ITEM	COMMENTS	ACTION
	<ul style="list-style-type: none"> HDR will continue to proceed with the EA 'status quo' and focus on preparations for PIC #1. HDR/Town to determine if EA can be split into two and determine if time savings are worthwhile proceeding in this direction. Cortel wants to minimize as much risk to allow them to proceed with design and construction of Phase 1 as soon as possible. HDR requested design information for 6th Line that has been completed to date to assist with determining vertical and horizontal alignment, service locations, grading to allow for Sleeping Lion design to be incorporated into or coordinated with 6th Line EA design, and to accelerate the EA schedule. Cortel to review and determine sharing of information. HDR would like to confirm the vertical control datum for 6th Line survey work matches the vertical control used for Sleeping Lion. T.G. requested HDR proposal from Town to review scope and schedule. Town advised it will be provided. 	<p>HDR / TOWN</p> <p>CORTEL / UWGL</p> <p>HDR</p> <p>TOWN</p>
5.	TOWN STANDARD DEVIATION	
	<ul style="list-style-type: none"> UWGL to initiate preparation of Town Standard Deviations that will impact the design of Sleeping Lion and submit to Engineering once completed. 	UWGL
7.	LANDSCAPING	
	<ul style="list-style-type: none"> Town currently preparing a Request for Proposals (RFP) to complete Master Parks Plan. RFP to be let in a couple weeks and timeline for completion is Summer 2015. Enhanced Walkways to be discussed and reviewed further to determine the final road standards for the Enhanced Walkway locations. Master Landscape Plan to follow Town Landscape Standards. Landscape Standards have recently been updated. Greenland to review Urban Design Guidelines prepared by Bousefield and implement guidelines into Master Landscape Plan. 	<p>TOWN</p> <p>UWGL /TOWN</p> <p>GRN</p>
8.	HYDRO	
	<ul style="list-style-type: none"> Typically Electrical Design is not required as part of First Submission, however it was discussed that initiating the Electrical Design prior to First Submission may be advantageous. Cortel to engage Electrical Consultant to complete electrical design. Innisfil Hydro requires plan and proposed phasing to review and determine if any upgraded infrastructure will be required and also to determine if specific Blocks will be required over typical easements. 	<p>UWGL / CORTEL</p> <p>UWGL / HYDRO</p>

ITEM	COMMENTS	ACTION
9.	OTHER BUSINESS	
	<ul style="list-style-type: none"> • UWGL to initiate preparation of Temporary Servicing Capacity Technical Memo and submit to Engineering Department once completed. • <i>UWGL noted a comment was put on record for Pump Station #2 EA stating the following; "What is the trigger for switch over at Pump Station #2 from the temporary station to the permanent station?"</i> • <i>UWGL to prepare separate Agenda to allow for distribution to specific parties that will be invited to meetings.</i> • <i>CA noted that an email was sent to Terry Geddes containing information regarding the Towns proposal for support to complete review of Sleeping Lion works on behalf of Town. Ellis Don prepared proposal based on the "Person" that the Town would like to assist with the review and managing of the file for Sleeping Lion.</i> • Town needs to enter into a fees agreement with Cortel. • <i>CCTA currently holds the Master Water and Sewer CAD Model for the Town. CCTA is preparing a budget to complete works for Sleeping Lion. CCTA will confirm 6th Line infrastructure sizing and internal sizing requirements as part of work plan. The CCTA fees for this work will be provided within the Fees Agreement between Town and Cortel.</i> • <i>Town coordinated meeting with SanDiego Homes and Cortel Representative to discuss temporary turning circle and SWMF#4 drainage outlet. SanDiego Homes is to review SWM information provided and prepare agreement. Cortel to wait for agreement to discuss further.</i> • B.S. noted that it would be beneficial to prepare a Detailed Design Submission Checklist and work with Town to prepare and finalize. UWGL to initiate preparation of checklist. 	<p>UWGL</p> <p>UWGL</p> <p>TOWN / CORTEL</p> <p>CCTA</p> <p>UWGL</p>

The preceding are the minutes of the meeting as observed by the undersigned. Should there be a need for revision, please advise within seven days. In the absence of notification to the contrary, these minutes will be deemed to be an accurate record of the meeting.

Minutes Prepared By:
Ian McCutcheon, C.E.T.

December 12, 2014

File No.: EA01-06-05

Scott MacKenzie, P.Eng.
Development Engineer
Town of Innisfil
2101 Innisfil Beach Rd.
Innisfil ON L9S 1A1

RE: 6th Line from County Road 27 to St. John's Road
Town of Innisfil
Class Environmental Assessment
Notice of Commencement / Public Open House #1

Dear Mr. MacKenzie:

This letter is our response to the Notice of Study Commencement for the above noted project. This response acknowledges that the Town of Innisfil has indicated that its study is following the approved environmental planning process for a 'Schedule C' project under the Municipal Engineers Association Municipal Class Environmental Assessment (Class EA).

Based on the information submitted, we have identified the following areas of interest with respect to the proposed undertaking:

- Ecosystem Protection and Restoration
- Surface Water and Groundwater
- Dust and Noise
- Servicing and Facilities
- Contaminated Soils
- Mitigation and Monitoring
- Planning and Policy
- Class EA Process
- Aboriginal Consultation

We are providing the following general comments to assist your team in effectively addressing these areas of interest:

Ecosystem Protection and Restoration

- Any impacts to ecosystem form and function must be avoided where possible. The Environmental Study Report (ESR) should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- All natural heritage features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. Our records confirm that the sensitive environmental features, including wetlands, watercourses and woodlots, are located within or adjacent to the study area. We recommend consulting with the Ministry of Natural Resources and Forestry (MNRF), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional study will be necessary to preserve and protect them.

Surface Water and Groundwater

- The ESR must include a sufficient level of information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.
- The study area is partially located in the Lake Simcoe watershed. The ESR should describe how the proposed project and its mitigation measures are consistent with the requirements of the Lake Simcoe Protection Plan's relevant policies.
- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's *Stormwater Management Planning and Design Manual (2003)* should be referenced in the ESR and utilized when designing stormwater control methods. We recommend that a Stormwater Management Plan should be prepared as part of the Class EA process that includes:
 - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
 - Watershed information, drainage conditions, and other relevant background information
 - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
 - Information on maintenance and monitoring commitments.
- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the ESR.
- If the potential construction or decommissioning of water wells is identified as an issue, the ESR should refer to Ontario Regulation 903, Wells, under the *Ontario Water Resources Act*.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified in the ESR. In particular, a Permit to Take Water (PTTW) under the *Ontario Water Resources Act* will be required for any water takings that exceed 50,000 litres per day.

Dust and Noise

- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- The ESR should consider the potential impacts of increased noise levels during the operation of the undertaking due to potentially higher traffic volumes resulting from this project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

Servicing and Facilities

- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with the Environmental Approvals Branch to determine whether a new or amended ECA will be required for any proposed infrastructure.
- We recommend referring to the ministry's "D-Series" guidelines – *Land Use Compatibility* to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

Contaminated Soils

- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act (EPA)* and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. We recommend contacting the ministry's Barrie District Office for further consultation if contaminated sites are present.
- The location of any underground storage tanks should be investigated in the ESR. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
- Any current or historical waste disposal sites should be identified in the ESR. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the *Environmental Protection Act* may be required for land uses on former disposal sites.
- The ESR should identify any underground transmission lines in the study area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

Mitigation and Monitoring

- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- All waste generated during construction must be disposed of in accordance with ministry

requirements.

- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the ESR and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly. The proponent's construction and post-construction monitoring plans should be documented in the ESR.

Planning and Policy

- The Provincial Policy Statement contains policies that protect Ontario's natural heritage and water resources, including designated vulnerable areas mapped in source water protection assessment reports under the *Clean Water Act*. Applicable policies should be referenced in the ESR, and the proponent should demonstrate how this proposed project is consistent with these policies. Assessment reports can be found on the Conservation Ontario website at: http://www.conservation-ontario.on.ca/source_protection/otherswpreionsindex.htm.

Class EA Process

- The ESR should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making. The ESR must also demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all public consultation efforts undertaken during the planning process. Additionally, the ESR should identify all concerns that were raised and how they have been addressed throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. The ESR should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments) such that all potential impacts can be identified and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the Project File.
- Please include in the ESR a list of all subsequent permits or other approvals that may be required for the implementation of the preferred alternative, including Permits to Take Water, Environmental Compliance Approvals, approval under the *Canadian Environmental Assessment Act* (CEAA), and conservation authority permits.
- Please note that ministry guidelines and other information related to the issues noted above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy> under the publications link. We encourage you to review all the available guides and to reference any relevant information in the ESR.

Aboriginal Consultation

- Your proposed project may have the potential to affect Aboriginal communities who hold or claim Aboriginal or treaty rights protected under Section 35 of Canada's Constitution Act 1982. The Crown has a duty to consult First Nation and Métis communities when it knows about established or credibly asserted Aboriginal or treaty rights, and contemplates decisions

or actions that may adversely affect them.

- Although the Crown remains responsible for ensuring the adequacy of consultation with potentially affected Aboriginal communities, it may delegate procedural aspects of the consultation process to project proponents.
- The environmental assessment process requires proponents to consult with interested persons and government agencies, including those potentially affected by the proposed project. This includes a responsibility to conduct adequate consultation with First Nation and Métis communities.
- The ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process.
- Where the Crown's duty to consult is triggered in relation to your proposed project, the Ontario Ministry of the Environment and Climate Change is delegating the procedural aspects of rights-based consultation to you through this letter.
- Steps that you may need to take in relation to Aboriginal consultation for your proposed project are outlined in the attached "Aboriginal Consultation Information" document. Please complete the checklist contained there, and keep related notes as part of your consultation record. Doing so will help you assess your project's potential adverse effects on Aboriginal or treaty rights.
- You must contact the Director, Environmental Approvals Branch if you have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right, consultation has reached an impasse, or if a Part II Order request has been submitted. The ministry will then assess the extent of any Crown duty to consult in the circumstances, and will consider whether additional steps should be taken and what role you will be asked to play in them.

Thank you for the opportunity to comment on this project. Please forward our office a copy of the ESR for review when the Notice of Completion is issued. Should your team have any questions regarding the above, please contact me at 416-326-4886.

Yours sincerely,



Environmental Resource Planner and EA Coordinator
Air, Pesticides and Environmental Planning

- c. C. Hood, Manager, Barrie District Office, MOECC
Central Region EA File
A & P File

ABORIGINAL CONSULTATION INFORMATION

Consultation with Interested Persons under the Ontario Environmental Assessment Act

Proponents subject to the Ontario *Environmental Assessment Act* are required to consult with interested persons, which may include First Nations and Métis communities. In some cases, special efforts may be required to ensure that Aboriginal communities are made aware of the project and are afforded opportunities to provide comments. Direction about how to consult with interested persons/communities is provided in the Code of Practice: Consultation in Ontario's Environmental Assessment Process available on the Ministry's website:

<http://www.ontario.ca/environment-and-energy/consultation-ontarios-environmental-assessment-process>

As an early part of the consultation process, proponents are required to contact the Ontario Ministry of Aboriginal Affairs' Consultation Unit and visit Aboriginal Affairs and Northern Development Canada's Aboriginal and Treaty Rights Information System (ATRIS) to help identify which First Nation and Métis communities may be interested in or potentially impacted by their proposed projects.

ATRIS can be accessed through the Aboriginal Affairs and Northern Development Canada website:

http://sidait-atris.aadnc-aandc.gc.ca/atris_online/

For more information in regard Aboriginal consultation as part of the Environmental Assessment process, refer to the Ministry's website:

www.ontario.ca/government/environment-assessments-consulting-aboriginal-communities

You are advised to provide notification directly to all of the First Nation and Métis communities who may be interested in the project. You should contact First Nation communities through their Chief and Band Council, and Metis communities through their elected leadership.

Rights-based consultation with First Nation and Métis Communities

Proponents should note that, in addition to requiring interest-based consultation as described above, certain projects may have the potential to adversely affect the ability of First Nation or Métis communities to exercise their established or credibly asserted Aboriginal or treaty rights. In such cases, Ontario may have a duty to consult those Aboriginal communities.

Activities which may restrict or reduce access to unoccupied Crown lands, or which could result in a potential adverse impact to land or water resources in which harvesting rights are exercised, may have the potential to impact Aboriginal or treaty rights. For assistance in determining whether your proposed project could affect these rights, please refer to the attached "Preliminary Assessment Checklist: First Nation and Métis Community Interest."

If there is likely to be an adverse impact to Aboriginal or treaty rights, accommodation may be required to avoid or minimize the adverse impacts. Accommodation is an outcome of consultation and includes any mechanism used to avoid or minimize adverse impacts to Aboriginal or treaty rights and traditional uses. Solutions could include mitigation such as adjustments in the timing or geographic location of the proposed activity. Accommodation may in

certain circumstances involve the provision of financial compensation, but does not necessarily require it.

For more information about the duty to consult, please see the Ministry's website at:

www.ontario.ca/government/duty-consult-aboriginal-peoples-ontario

The proponent must contact the Director, Environmental Approvals Branch if a project may adversely affect an Aboriginal or treaty right, consultation has reached an impasse, or if a Part II Order or an elevation request is anticipated; the Ministry will then determine whether the Crown has a duty to consult.

The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to EAASIBgen@ontario.ca or by mail or fax at the address provided below:

Email:	EAASIBgen@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Approvals Branch 12A Flr 2 St Clair Ave W Toronto ON M4V1L5

Delegation of Procedural Aspects of Consultation

Proponents have an important and direct role in the consultation process, including a responsibility to conduct adequate consultation with First Nation and Métis communities as part of the environmental assessment process. This is laid out in existing environmental assessment codes of practice and guides that can be accessed from the Ministry's environmental assessment website at

www.ontario.ca/environmentalassessments

The Ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process. Where the Crown's duty to consult is triggered, various additional procedural steps may also be asked of proponents as part of their delegated duty to consult responsibilities. In some situations, the Crown may also become involved in consultation activities.

Ontario will have an oversight role as the consultation process unfolds but will be relying on the steps undertaken and information you obtain to ensure adequate consultation has taken place. To ensure that First Nation and Métis communities have the ability to assess a project's potential to adversely affect their Aboriginal or treaty rights, Ontario requires proponents to undertake certain procedural aspects of consultation.

The proponent's responsibilities for procedural aspects of consultation include:

- Providing notice to the elected leadership of the First Nation and/or Métis communities (e.g., First Nation Chief) as early as possible regarding the project;
- Providing First Nation and/or Métis communities with information about the proposed project including anticipated impacts, information on timelines and your environmental assessment process;

- Following up with First Nation and/or Métis communities to ensure they received project information and that they are aware of the opportunity to express comments and concerns about the project. If you are unable to make the appropriate contacts (e.g. are unable to contact the Chief) please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office for further direction.
- Providing First Nation and/or Métis communities with opportunities to meet with appropriate proponent representatives to discuss the project;
- Gathering information about how the project may adversely impact the relevant Aboriginal and/or Treaty rights (for example, hunting, fishing) or sites of cultural significance (for example, burial grounds, archaeological sites);
- Considering the comments and concerns provided by First Nation and/or Métis communities and providing responses;
- Where appropriate, discussing potential mitigation strategies with First Nation and/or Métis communities;
- Bearing the reasonable costs associated with these procedural aspects of consultation, which may include providing support to help build communities' capacity to participate in consultation about the proposed project.
- Maintaining a Consultation Record to show evidence that you, the proponent, completed all the steps itemized above or at a minimum made meaningful attempts to do so.
- Upon request, providing copies of the Consultation Record to the Ministry. The Consultation Record should:
 - summarize the nature of any comments and questions received from First Nation and/or Métis communities
 - describe your response to those comments and how their concerns were considered
 - include a communications log indicating the dates and times of all communications; and
 - document activities in relation to consultation.

Successful consultation depends, in part, on early engagement by proponents with First Nation and Métis communities. Information shared with communities must be clear, accurate and complete, and in plain language where possible. The consultation process must maintain sufficient flexibility to respond to new information, and we trust you will make all reasonable efforts to build positive relationships with all First Nation and Métis communities contacted. If you need more specific guidance on Aboriginal consultation steps in relation to your proposed project, or if you feel consultation has reached an impasse, please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office.

Preliminary Assessment Checklist: First Nation and Métis Community Interests and Rights

In addition to other interests, some main concerns of First Nation and Métis communities may pertain to established or asserted rights to hunt, gather, trap, and fish – these activities generally occur on Crown land or water bodies. As such, projects related to Crown land or water bodies, or changes to how lands and water are accessed, may be of concern to Aboriginal communities.

Please answer the following questions and keep related notes as part of your consultation record. “Yes” responses will indicate a potential adverse impact on Aboriginal or treaty rights.

Where you have identified that your project may trigger rights-based consultation through the

following questions, you should arrange for a meeting between you and the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office to provide an early opportunity to confirm whether Ontario's duty to consult is triggered and to discuss roles and responsibilities in that event.

	YES	NO
<p>1. Are you aware of concerns from First Nation and Métis communities about your project or a similar project in the area?</p> <p>The types of concerns can range from interested inquiries to environmental complaints, and even to land use concerns. You should consider whether the interest represents on-going, acute and/or widespread concern.</p>		
<p>2. Is your project occurring on Crown land, or is it close to a water body? Might it change access to either?</p>		
<p>3. Is the project located in an open or forested area where hunting or trapping could take place?</p>		
<p>4. Does the project involve the clearing of forested land?</p>		
<p>5. Is the project located away from developed, urban areas?</p>		
<p>6. Is your project close to, or adjacent to, an existing reserve?</p> <p>Projects in areas near reserves may be of interest to the First Nation and Métis communities living there.</p>		
<p>7. Will the project affect First Nations and/or Métis ability to access areas of significance to them?</p>		
<p>8. Is the area subject to a land claim?</p> <p>Information about land claims filed in Ontario is available from the Ministry of Aboriginal Affairs; information about land claims filed with the federal government is available from Aboriginal Affairs and Northern Development Canada.</p>		
<p>9. Does the project have the potential to impact any archaeological sites?</p>		



Canadian Environmental
Assessment Agency

Agence canadienne
d'évaluation environnementale

55 St. Clair Avenue East,
Room 907
Toronto ON M4T 1M2

55, avenue St. Clair Est,
pièce 907
Toronto ON M4T 1M2

December 5, 2014

Sent by email

Tyrone Gan
HDR
100 York Blvd, Suite 300
Richmond Hill, ON L4B1J8
Tyrone.gan@hdrinc.com

Dear Mr. Gan:

Re: Information on the Canadian Environmental Assessment Act, 2012

Thank you for your correspondence of November 27, 2014 regarding the improvements to 6th Line.

As part of the Government of Canada's plan for Responsible Resource Development which seeks to modernize the regulatory system for project reviews, the *Canadian Environmental Assessment Act, 2012* (CEAA 2012) came into force on July 6, 2012. CEAA 2012 focuses federal environmental reviews on projects that have the potential to cause significant adverse environmental effects in areas of federal jurisdiction.

The CEAA 2012 applies to projects described in the *Regulations Designating Physical Activities* (the Regulations). Based on the information provided, your project does not appear to be described in the Regulations. **Kindly review the Regulations to confirm applicability to your project** including section 1 (h), which relates to federally designated wildlife areas and migratory bird sanctuaries.

According to section 25 (c) of the Regulations the construction, operation, decommissioning and abandonment of a new all-season public highway that requires a total of 50 km or more of new right of way may require a Federal Environmental Assessment.

.../2

For more information on CEAA 2012, please access the following links on the Canadian Environmental Assessment Agency's (the Agency) website:

Overview of CEAA 2012

<http://www.ceaa.gc.ca/default.asp?lang=En&n=16254939-1>

Regulations Designating Physical Activities, and
Prescribed Information for a Description of a Designated Project Regulations

<http://www.ceaa.gc.ca/default.asp?lang=En&n=9EC7CAD2-1>

If it appears that CEAA 2012 may apply to your proposed project, you must provide the Agency with a description of the proposed project. Please see the link below to the Agency's guide to preparing a project description.

Guide to Preparing a Description of a Designated Project

<http://www.ceaa.gc.ca/63D3D025-2236-49C9-A169->

[DD89A36DA0E6/Guide to Preparing a Description of a Designated Project under CEAA 2012.pdf](http://www.ceaa.gc.ca/63D3D025-2236-49C9-A169-DD89A36DA0E6/Guide%20to%20Preparing%20a%20Description%20of%20a%20Designated%20Project%20under%20CEAA%202012.pdf)

If you believe the project is not subject to a federal environmental assessment, and do not submit a project description, **we kindly request that you remove the Agency from your distribution list.** If you have questions, please get in touch with our office through the switchboard at 416-952-1576.

Sincerely,



Anjala Puvananathan
Director, Ontario Region
Canadian Environmental Assessment Agency

Ministry of Tourism, Culture & Sport

Culture Services Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7

Tel. 416 314-7159
Fax: 416 212-1802

Ministère du Tourisme et de la Culture

Unité des services culturels
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél. : 416 314-7159
Télééc. : 416 212-1802



December 24, 2014 (EMAIL ONLY)

Mr. Tyrone Gan, Consultant Project Manager
HDR Corporation
100 York Blvd Suite 300
Richmond Hill, ON L4B 1J8
E: tyrone.gan@hdrinc.com

MTCS file #: 0002257
Proponent: Town of Innisfil
Subject: Notice of Commencement & PIC 1
6th Line from County Road 27 to St. John`s Road
Municipal Class EA
Location: Town of Innisfil

Dear Mr. Gan

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Commencement and PIC for the above named project. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Archaeological Resources

This EA project may impact archaeological resources and you may screen the project with the MTCS [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MTCS archaeological sites data are available at archaeologicalsites@ontario.ca.

Please note that your EA project area exhibits archaeological potential being within 300 meters of known archaeological sites as well as intersecting watercourses. As such an archaeological

assessment (AA) should be undertaken by an OHA licensed consultant archaeologist, who is responsible for submitting the report directly to MTCS for review.

Built Heritage and Cultural Heritage Landscapes

The attached MTCS checklist *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* helps determine whether your EA project may impact cultural heritage resources. The Clerk for the Town of Innisfil can provide information on property registered or designated under the *Ontario Heritage Act*. Municipal Heritage Planners can also provide information that will assist you in completing the checklist.

We recommend that any bridge structures along 6th Line also be screened for potential cultural heritage value or interest and evaluated as necessary. In addition we note that the [Innisfil Heritage Register](#) includes properties on 6th Line. As such MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS and planning staff at the Town for review, and make it available to the municipal heritage committee and other local organizations or individuals who have expressed interest in heritage.

Environmental Assessment Reporting

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical heritage studies will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file. MTCS is in no way liable if the information in the completed checklists is found to be inaccurate or incomplete.

Thank-you for circulating MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Rosi Zirger
Heritage Planner
rosi.zirger@ontario.ca

Copied to: Scott MacKenzie, Development Engineer, Town of Innisfil

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out a determination of their nature and significance.

If human remains are encountered, all activities must cease immediately and the local police be contacted as well as the Cemeteries Regulation Unit of the Ministry of Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

Yuen, Merlin

From: Restrepo, Veronica
Sent: June-05-15 3:10 PM
To: Zirger, Rosi (MTCS) (Rosi.Zirger@ontario.ca)
Cc: Gan, Tyrone; 'Scott MacKenzie'; Murray, Cheryl
Subject: RE: 6th Line- County Road 27 to St John's Road
Attachments: Slingshot.txt

[Download Slingshot file\(s\)](#) | New User? Click [here](#).

14EA-242 Existing Conditions Report_Part B Archaeology.pdf; 14EA-243 CHAR Report Final (17April2015)_Part B.pdf; 14EA-241 CHAR Report Final (17April2015)_Part A.pdf; 14EA-240 Existing Conditions Report_Part A Archaeology.pdf;

Access [Slingshot.hdrinc.com](http://slingshot.hdrinc.com) home page

Hi Rosi,

On behalf of Tyrone Gan, please find attached the cultural heritage reports for the 6th Line EA study. The Stage 1 archaeological assessment is still ongoing (existing conditions reports are attached in the meantime). Due to the file size for the multiple attachments, please use the Slingshot link above to download them – let me know if you have any issues accessing the files.

We look forward to receiving your comments.

Regards,
Veronica

Veronica Restrepo, P.Eng.
D 647.777.4952

hdrinc.com/follow-us

From: Gan, Tyrone
Sent: Monday, June 01, 2015 6:05 PM
To: Murray, Cheryl; Restrepo, Veronica
Subject: FW: 6th Line- County Road 27 to St John's Road

Tyrone Gan, P.Eng.
D 289.695.4622

hdrinc.com/follow-us

From: Zirger, Rosi (MTCS) [<mailto:Rosi.Zirger@ontario.ca>]
Sent: Monday, June 01, 2015 4:24 PM
To: Gan, Tyrone
Cc: smackenzie@innisfil.ca
Subject: 6th Line- County Road 27 to St John's Road

Hi Mr. Gan

On Mya 26, 2015 the Ministry of Tourism, Culture and Sport (MTCS) received a Notice of Public Open House #2 for the project mentioned above. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes archaeological resources, built heritage resources, and cultural heritage landscapes.

The EA project material posted on the Township's website identify a number built heritage resources and cultural heritage landscapes within or adjacent to the project area. In order to provide meaningful comments as requested before June 25th, we would ask that you provide us with the Heritage Report for review?

Thank you in advance.

Rosi Zirger

Heritage Planner

Ministry of Tourism, Culture & Sport

Culture Division | Programs & Services Branch | Culture Services Unit

401 Bay Street, Suite 1700 Toronto, Ontario M7A 0A7

Tel. 416.314.7159 | Fax 416.314.7175 | E-mail: rosi.zirger@ontario.ca

December 19, 2014

To whom it may concern,

Thank you for circulating Infrastructure Ontario (IO) on your Notice. Infrastructure Ontario is the strategic manager of the provincial government's real estate with a mandate of maintaining and optimizing value of the portfolio while ensuring real estate decisions reflect public policy objectives of the government.

Identifying IO Managed Lands

As you may be aware, IO is responsible for managing property that is owned by Her Majesty the Queen in Right of Ontario as represented by the Minister of Economic Development, Employment and Infrastructure (MEDEI) (Note as of June 2014: Ministry of Infrastructure has changed to Ministry of Economic Development, Employment and Infrastructure since). There is a potential that IO manages lands that fall within your study area. As a result, your proposal may impact IO managed properties and/or the activities of tenants present on IO-managed properties. In order to determine if IO property is within your study area, IO requires that the proponent of the project conduct a title search by reviewing parcel register(s) for adjoining lands, to determine the extent of ownership by MEDEI or its predecessor's ownership (listed below). Please contact IO if any ownership of provincial government lands are known to occur within your study area and are proposed to be impacted. IO managed land can **include within the title but is not limited to** variations of the following: Her Majesty the Queen/King, OLC, ORC, Public Works, Hydro One, PIR, MGS, MBS, MEDEI, MTO, MNR, MEI, MOI and MEDEI*. Please ensure that a copy of your notice is also sent to the ministry/agency on title. As an example, if the study area includes a Provincial Park, then MNR is to also to be circulated notices related to your project.

Impacts to Land holdings

Negative impacts to land holdings, such as the taking of developable parcels of IO managed land or fragmentation of utility or transportation corridors, should be avoided. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

IO obligates proponents to complete all due diligence for any realty activity on IO managed lands and this should be considered for project timelines and budget.

The MEDEI Class EA & Associated Due Diligence

All realty undertakings are subject to the "Ministry of Infrastructure Public Work Class Environmental Assessment 2012 Office Consolidation" (PW Class EA). The PW Class EA applies to a wide range of realty activities including leasing or letting, disposition, granting of easements, demolition and property maintenance/repairs.

For details on the PW Class EA please visit the Environment and Heritage page of the IO website found at: <http://www.infrastructureontario.ca/Templates/Buildings.aspx?id=2147490336&langtype=1033>

Please note that completion of an EA process does not automatically provide an approval for MEDEI's Class EA obligations. Class EA processes are developed and in place to assess undertakings associated with different types of projects. *For example, assessing the impacts of disposing of land from the public portfolio is significantly different than assessing the best location for a proposed road.* However, where an undertaking involves multiple proponents/undertakings with different class EAs, Municipalities and other proponents may work together to ensure that the EA processes for related but separate undertakings are not duplicative. That one process can be relied on by both the proponent and MEDEI to evaluate their respective undertakings and meet their respective obligations for the project. MEDEI can rely on an alternative EA process to satisfy MEDEI's obligations under the Environment Assessment Act if:

- The MEDEI lands are clearly articulated in the streamlined EA study area.
- Explicit reference to the corresponding undertaking in the MEDEI Class EA is evaluated (e.g., if the proponent identifies the need to acquire land owned by MEDEI, then "acquisition of MEDEI-owned land", or similar statement, must be referenced in the EA document).
- Sufficient levels of consultation with MEDEI's/IO's specific stakeholders, such as the Ontario Ministry of Natural Resources, must be documented with the relevant information corresponding to MEDEI's/IO's undertaking and the associated maps.
- Details of appropriate mitigation measures and how the MEDEI Class EA 7 point analysis has been fulfilled. Negative environmental impacts associated with the project design and construction, such as the potential for dewatering, dust, noise and vibration impacts, impacts to natural heritage features/habitat and functions, etc should be avoided and/or appropriately mitigated in accordance with applicable regulations best practices as well as Ministry of Natural Resources (MNR) and Ministry of the Environment (MOE) standards. Avoidance and mitigation options that characterize baseline conditions and quantify the potential impacts should be present as part of the EA project file. Details of appropriate mitigation, contingency plans and triggers for implementing contingency plans should also be present.
- The proponent is required to provide to IO, in writing, how it intends to meet MEDEI's environmental obligations and report back on how it has met those obligations.

Other due diligence requirements such a Phase One Environmental Site Assessment (ESA) may also be required for the MEDEI lands proposed to be impacted.

Cultural Heritage:

Should the activities have the potential to impact cultural heritage features on IO managed lands, a request to examine cultural heritage features, which can include cultural landscapes, built heritage, and archaeological potential and/or sites, could be required. This may be a requirement outside of an EA process and must meet the obligations set out under the Standards and Guidelines for Provincial Heritage Properties (Ministry of Tourism, Culture and Sport 2010). All archaeological assessments must be completed by a professional archaeologist licensed by the province of Ontario and must adhere to the Standards and Guidelines for Consultant Archaeologists (Ministry of Tourism, Culture and Sport 2011).

Duty to Consult (DTC)

Please note that the Crown has a duty to consult under the Constitution Act. The requirement for Aboriginal consultation is determined by MEDEI and facilitated by IO. DTC may be triggered for a host of reasons: Aboriginal treaty or treaty rights, established consultation or notification protocols,

government policy and/or program decisions, archaeological potential and/or cultural heritage consultation obligations. For these types of undertakings MEDEI will need to evaluate the potential impact of an undertaking on Aboriginal and treaty rights. A proponent with an established consultation process, under their own EA process, must submit to MEDEI (via IO) their complete Aboriginal consultation documentation. This documentation will be reviewed against IO's and/or MEDEI's assessment for Aboriginal consultation based on the proposed undertaking. Additional consultation may be required to satisfy MEDEI.

Concluding Remarks

In summary, the purchase of MEDEI-owned/IO-managed lands or disposal of rights and responsibilities (e.g. easement) for IO-managed lands triggers the application of the MEDEI Class EA.

Deficiencies in any of these requirements could result in an inability to rely on the EA process proposed to streamline the EA approvals.

IO is providing this information so that adequate timelines and project budgets incorporate MEDEI's regulatory requirements, which may be required to support a realty activity required for the proponent's project.

If the proposed undertaking directly affects all or in part any IO-managed property, prior to finalizing the report, please contact the undersigned at your earliest convenience to ensure that all MEDEI Class EA requirements can be met through the EA study. Please send the undersigned a copy of the DRAFT EA report and allow a minimum of 30 calendar days for review.

If MEDEI owned lands are not anticipated to be impacted, please remove IO from your circulation list.

Thank you for the opportunity to provide initial comments on this undertaking. If you have any questions I can be reached at the contact information below.

Sincerely,



Lisa Myslicki

Environmental Specialist, Environmental Management
Infrastructure Ontario
1 Dundas Street West,
Suite 2000, Toronto, Ontario
M5G 2L5
(416) 212-3768
lisa.myslicki@infrastructureontario.ca

* Below are the acronyms for agencies/ministries listed in the above letter

(OLC) Ontario Land Corporation	(MNR) Ministry of Natural Resources
(ORC) Ontario Realty Corporation	(MEI) Ministry of Energy and Infrastructure
(PIR) Public Infrastructure and Renewal	(MOI) Ministry of Infrastructure
(MGS) Ministry of Government Services	(MEDEI) Ministry of Economic Development, Employment and Infrastructure
(MBS) Management Board and Secretariat	
(MTO) Ministry of Transportation	

May 25th 2015

To whom it may concern,

Thank you for circulating Infrastructure Ontario (IO) on your Notice. Infrastructure Ontario is the strategic manager of the provincial government's real estate with a mandate of maintaining and optimizing value of the portfolio while ensuring real estate decisions reflect public policy objectives of the government.

As you may be aware, *IO is responsible for managing property that is owned by Her Majesty the Queen in Right of Ontario as represented by the Minister of Infrastructure (MOI)*. There is a potential that IO managed lands fall within your study area. As a result, your proposal may impact IO managed properties and/or the activities of tenants present on IO-managed properties. In order to determine if IO property is within your study area, IO requires that the proponent of the project conduct a title search by reviewing parcel register(s) for adjoining lands, to determine the extent of ownership by MOI or its predecessor's ownership (listed below). Please contact IO if any ownership of provincial government lands are known to occur within your study area and are proposed to be impacted. IO managed land can ***include within the title but is not limited to*** variations of the following: Her Majesty the Queen/King, OLC, ORC, Public Works, Hydro One, PIR, MGS, MBS, MOI, MTO, MNR and MEI*. Please ensure that a copy of your notice is also sent to the ministry/agency on title. As an example, if the study area includes a Provincial Park, then MNR is to also be circulated notices related to your project.

IO obligates proponents to complete all due diligence for any realty activity on IO managed lands and this should be incorporated into all project timelines.

Potential Negative Impacts to IO Tenants and Lands

General Impacts

Negative environmental impacts associated with the project design and construction, such as the potential for dewatering, dust, noise and vibration impacts, impacts to natural heritage features/habitat and functions, etc should be avoided and/or appropriately mitigated in accordance with applicable regulations best practices as well as Ministry of Natural Resources (MNR) and Ministry of the Environment (MOE) standards. Avoidance and mitigation options that characterize baseline conditions and quantify the potential impacts should be present as part of the EA project file. Details of appropriate mitigation, contingency plans and triggers for implementing contingency plans should also be present.

Impacts to Land holdings

Negative impacts to land holdings, such as the taking of developable parcels of IO managed land or fragmentation of utility or transportation corridors, should be avoided. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

If takings are suggested as part of any alternative, these should be appropriately mapped and quantified within the EA report documentation. In addition, details of appropriate mitigation and or next steps related to compensation for any required takings should be present. IO requests circulation of the draft EA report prior to finalization if potential impacts to IO-managed lands are present as part of this study.

Impacts to Cultural Heritage

Should the proposed activities impact cultural heritage features on IO managed lands, a request to examine cultural heritage features, which can include cultural landscapes, built heritage, and archaeological potential and/or sites, could be required. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

Potential Triggers Related to MOI's Class EA

IO is required to follow the MOI Public Work Class Environmental Assessment Process for (PW Class EA). The PW Class EA applies to a wide range of realty and planning activities including leasing or letting, planning approvals, disposition, granting of easements, demolition and property maintenance/repair. For details on the PW Class EA please visit the Environment and Heritage page of our website found at

<http://www.infrastructureontario.ca/Templates/Buildings.aspx?id=2147490336&langtype=1033>

Please note that completion of any EA process does not provide an approval for MOI's Class EA obligations. Class EA processes are developed and in place to assess undertakings associated with different types of projects. For example, assessing the impacts of disposing of land from the public portfolio is significantly different then assessing the best location for a proposed road.

IO is providing this information so that adequate timelines and project budgets can consider MOI's regulatory requirements associated with a proposed realty activity in support of a project. Some due diligences processes and studies can be streamlined. For example, prior to any disposition of land, at minimum a Phase I Environmental Site Assessment and a Stage I Archaeological Assessment and the MOI Category B Environmental Assessment should be undertaken.. Deficiencies in any of these requirements could result in substantial project delays and increased project costs.

In summary, the purchase of MOI-owned/IO-managed lands or disposal of rights and responsibilities (e.g. easement) for IO-managed lands triggers the application of the MOI Class EA. If any of these realty activities affecting IO-managed lands are being proposed as part of any alternative, please contact the Sales, Easements and Acquisitions Group through IO's main line (Phone: 416-327-3937, Toll Free: 1-877-863-9672), and also contact the undersigned at your earliest convenience to discuss next steps.

Specific Comments

Please remove IO from your circulation list, with respect to this project, if MOI owned lands are not anticipated to be impacted. In addition, in the future, please send only **electronic copies of notices** for any projects impacting IO managed lands to:

Keith.Noronha@infrastructureontario.ca

Thank you for the opportunity to provide initial comments on this undertaking. If you have any questions I can be reached at the contacts below.

Sincerely,

Lisa Myslicki

Environmental Advisor, Environmental Management
Infrastructure Ontario
1 Dundas Street West,
Suite 2000, Toronto, Ontario
M5G 2L5
(416) 212-3768
lisa.myslicki@infrastructureontario.ca

* Below are the acronyms for agencies/ministries listed in the above letter

OLC	Ontario Lands Corporation
ORC	Ontario Realty Corporation
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MGS	Ministry of Government Services
MBS	Management Board and Secretariat
MOI	Ministry of Infrastructure
MTO	Ministry of Transportation
MNR	Ministry of Natural Resources
MEI	Ministry of Energy and Infrastructure

Ministry of Aboriginal Affairs

160 Bloor St. East, 9th Floor
Toronto, ON M7A 2E6
Tel: (416) 326-4740
Fax: (416) 325-1066
www.aboriginalaffairs.gov.on.ca

Ministère des Affaires Autochtones

160, rue Bloor Est, 9^e étage
Toronto ON M7A 2E6
Tél. : (416) 326-4740
Télec. : (416) 325-1066
www.aboriginalaffairs.gov.on.ca



Reference: EA#2015-167

Scott Mackenzie, P. Eng.
Development Engineer, Town of Innisfil
2101 Innisfil Beach Rd.
Innisfil, ON L9S 1A1

**Re: Town of Innisfil
Class Environmental Assessment
6th Line from County Road 27 to St. John's Road
Notice of Study Update / Public Open House #2**

Dear Mr. Mackenzie :

Thank you for informing the Ministry of Aboriginal Affairs (MAA) of your project. Please note that MAA treats all letters, emails, general notices, etc. about a project as a request for information about which Aboriginal communities may have rights or interests in the project area.

As a member of the government review team, the Ministry of Aboriginal Affairs (MAA) identifies First Nation and Métis communities who may have the following interests in the area of your project:

- reserves;
- land claims or claims in litigation against Ontario;
- existing or asserted Aboriginal or treaty rights, such as harvesting rights; or
- an interest in the area of the project.

MAA is not the approval or regulatory authority for your project, and receives very limited information about projects in the early stages of their development. In circumstances where a Crown-approved project may negatively impact a claimed Aboriginal or treaty right, the Crown may have a duty to consult the Aboriginal community advancing the claim. The Crown often delegates procedural aspects of its duty to consult to proponents. Please note that the information in this letter should not be relied on as advice about whether the Crown owes a duty to consult in respect of your project, or what consultation may be appropriate. Should you have any questions about your consultation obligations, please contact the appropriate ministry.

You should be aware that many First Nations and/or Métis communities either have or assert rights to hunt and fish in their traditional territories. For First Nations, these territories typically include lands and waters outside of their reserves.

In some instances, project work may impact aboriginal archaeological resources. If any Aboriginal archaeological resources could be impacted by your project, you should contact your regulating or approving Ministry to inquire about whether any additional Aboriginal communities should be contacted. Aboriginal communities with an interest in archaeological

resources may include communities who are not presently located in the vicinity of the proposed project.

With respect to your project, and based on the brief materials you have provided, we can advise that the project appears to be located in an area where First Nations may have existing or asserted rights or claims in Ontario's land claims process or litigation, that could be impacted by your project. Contact information is below:

Chippewas of Georgina Island R.R. #2, P.O. Box N-13 Sutton West, Ontario L0E 1R0	Chief Donna Big Canoe (705) 437-1337 (Fax) 437-4597 dbigcanoe@georginaisland.com
Beausoleil First Nation (Christian Island) 11 O-Gema Miikaan Christian Island, ON L9M 0A9	Chief Roland Monague (705) 247-2051 (Fax) 247-2239 bfnchief@chimnissing.ca
Chippewas of Rama 5884 Rama Road, Suite 200 Rama, Ontario L0K 1T0	Chief Rodney Noganosh (705) 325-3611 (Fax) 325-0879 chief@ramafirstnation.ca

For your information, MAA is aware of Métis communities that have asserted rights near your project. Contact information is below:

Georgian Bay Métis Council 355 Cranston Crescent P.O. Box 4 Midland, ON L4R 4K6	Michael Duquette, President (705) 526-6335 (Fax): 705-526-7537 website: www.georgianbaymetisCouncil.com
Moon River Métis Council P.O. Box 386 Washago, ON L0K 2B0	Larry Duval, President PH: 705-689-3941 e-mail: moonrivermetisCouncil@outlook.com website: www.moonrivermetis.com

Please copy any correspondence to Georgian Bay Métis Council and the Moon River Métis Council to the Métis Nation of Ontario. Contact information is below:

Métis Nation of Ontario Head Office 500 Old St. Patrick Street, Unit D Ottawa, Ontario, K1N 9G4	Métis Consultation Unit Fax: (613) 725-4225
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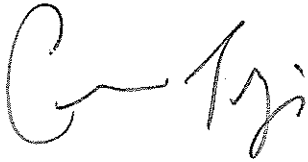
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The information upon which the above comments are based is subject to change. First Nation or Métis communities can make claims at any time, and other developments can occur that could result in additional communities being affected by or interested in your undertaking.

Through Aboriginal Affairs and Northern Development (AANDC), the Government of Canada sometimes receives claims that Ontario does not receive, or with which Ontario does not become involved. AANDC's Consultation and Accommodation Unit (CAU) established a "single window" to respond to requests for baseline information held by AANDC on established or potential Aboriginal Treaty and rights. To request information from the Ontario Subject Matter Expert send an email to: UCA-CAU@aadnc-aandc.gc.ca

Additional details about your project or changes to it that suggest impacts beyond what you have provided to date may necessitate further consideration of which Aboriginal communities may be affected by or interested in your undertaking. If you think that further consideration may be required, please bring your inquiry to whatever government body oversees the regulatory process for your project. MAA does not wish to be kept informed of the progress of the project; please be sure to remove MAA from the mailing list.

Yours truly,



Corwin Troje
Manager, Ministry Partnerships Unit
Aboriginal Relations and Ministry Partnerships Branch



331 Cityview Boulevard, Suite 300
Vaughan, Ontario L4H 3M3
Tel: (905) 832-2023
Fax: (905) 832-1926

January 15, 2015

Scott MacKenzie, P.Eng
Town of Innisfil
2101 Innisfil Beach Road
Innisfil, ON L9S 1A1

Tyrone Gan, P.Eng
HDR Corporation
100 York Blvd., Suite 300
Richmond Hill, ON L4B 1J8

Dear Mr. MacKenzie & Mr. Gan

As an ongoing stakeholder in this issue we are writing to acknowledge our attendance at the Public Open House #1 on December 17, 2014, and wish to make the following comments.

We are surprised to see that the 6th Line EA is moving forward, when Schedule C from the 2010 Official Plan has designated the 6th Line as a local road. This is concerning to Lormel considering that the 5th Line was designated in the 2010 OP as an arterial road with a "Potential Future Interchange" at the Highway 400, and a "Potential GO Transit Station" directly East of our LSAMI P1 Lands.

We would like this letter to be seen as an expression of our concern and discontent with the recent change in vision that appears to have emanated from the 2013 TMP recommendations. As a major landowner and Builder in Innisfil, Lefroy, we respectfully request that we receive any future correspondence relative to this EA.

Yours very truly,

A handwritten signature in black ink, appearing to read "Kim Taylor", written in a cursive style.

Kim Taylor
Lormel Homes/Bellaire Properties Inc

cc. Mayor Gord Wauchope & Members of Council
cc. Andy Campbell & Jason Reynar, Deputy CAO, Town of Innisfil
cc. Carolyn Ali, Manager of Development Engineering, Town of Innisfil



**TOWN OF INNISFIL
CLASS ENVIRONMENTAL ASSESSMENT
6TH LINE FROM COUNTY ROAD 27 TO ST. JOHN'S ROAD
PUBLIC OPEN HOUSE #1
December 11, 2014**

Comments / Questionnaire

Thank you for attending today's Open House for the 6th Line Class Environmental Assessment Study. The information displayed at today's Open House will be available at the Town's website: www.innisfil.ca

If you wish to be added to our mailing list or provide comments on this study please complete this form and drop it off in the Comment Box provided tonight or mail / email your comments to one of the following team members. Comments will be accepted until **January 15, 2014**.

Mr. Scott MacKenzie, P. Eng.
Development Engineer, Town of Innisfil
2101 Innisfil Beach Road
Innisfil, ON L9S 1A1
Phone: 705.436.3740 x3242
Email: smackenzie@innisfil.ca

Mr. Tyrone Gan, P.Eng.
Consultant Project Manager, HDR
100 York Blvd., Suite 300
Richmond Hill, ON L4B 1J8
Phone: 289.695.4622
Email: tyrone.gan@hdrinc.com

Contact Information (Optional)

Name: Jan McCutcheon
Title: Senior Project Designer
Company: URBAN WATERSHED GROUP LTD.
Address: 110 Hume St.
Collingwood
Email: imccutcheon@gnland.com
Phone Number: 705-444-8805 x 258

Please check the most appropriate statement:

- I have no concerns about the study at this time, but I wish to remain informed about the study's progress.
- I have no concerns about the study and I can be removed from your contact list.
- I am interested in receiving the following additional information about the study.
- I have the following comments on this study.

Please provide your comments / requests in the space provided below (additional space available on the back of this form).

- 1) The consultant shall minimize property taking with Engineering Solutions, specifically along the frontage of Sleeping Lion Development and the lands to south of 6th Line (IE. Engineering solutions for proposed road section + fill slope requirements for railway overpass.)
- 2) What are the storm drainage intentions for 6th Line east of Sleeping Lion to St. Johns Road?
- 3) What are the intentions for hydro along 6th Line (ie. overhead or underground)?
- 4) Consultant to work with Sleeping Lion development to coordinate vertical road profile for 6th Line + Sleeping Lion internal road design.

Comments and information regarding this Municipal Class Environmental Assessment are being collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments received will become part of the public record.

Yuen, Merlin

From: Murray, Cheryl
Sent: May-26-15 4:03 PM
To: Claire.Zhang@HydroOne.com
Cc: ierullo@HydroOne.com; Tianyuan.Li@HydroOne.com; Restrepo, Veronica; Darling, Matthew
Subject: RE: 6th Line from County Rd 27 to St.John's Rd EA

Thank you Claire. We review the information and contact further in the upcoming weeks.

Cheryl Murray, P.E.
D [289.695.4667] M [416.206.7600]

hdrinc.com/follow-us

From: Claire.Zhang@HydroOne.com [mailto:Claire.Zhang@HydroOne.com]
Sent: Tuesday, May 26, 2015 3:18 PM
To: Murray, Cheryl
Cc: ierullo@HydroOne.com; Tianyuan.Li@HydroOne.com
Subject: RE: 6th Line from County Rd 27 to St.John's Rd EA

Hi Cheryl,

Please find below the general requirements that Hydro One can provide you with at this stage. Please let me know if you have more concerns.

The transmission line in conflict with your proposed study area has an designed voltage of **115kV**.

Clearance Around Hydro One Structures

- Hydro One requires 15 meters of clearance on all sides around its transmission structures as measured from the tower legs in order to carry out maintenance operations. No storage or staging activities should occur within this area during construction.

Hydro One Transmission Lines Minimum Vertical Clearance

- The vertical clearances from high voltage transmission lines over or alongside land likely to be travelled by road vehicles including highways, streets, alleys, lanes, driveways and other road must meet the following Hydro One requirements:

Line Voltage (kV)	Required Vertical Clearance (m)
115	6.7
230	7.3
500	16.6

Please note that at this point in time we do not have enough information about your project to provide you with meaningful input with respect to the impacts that your project may have on our infrastructure. As such, this

response does not constitute any sort of approval for your plans and is being sent to you as a courtesy to inform you that we must be consulted on your project.

Thanks,

Claire Zhang

Intern
Secondary Land Use Department
Transmission Asset Management
Hydro One Networks Inc.
483 Bay Street, North Tower 13th Floor
Toronto, ON, M5G 2P5
416-345-4249

From: Murray, Cheryl [<mailto:Cheryl.Murray@hdrinc.com>]
Sent: Tuesday, May 26, 2015 9:42 AM
To: ZHANG Claire
Cc: Restrepo, Veronica; Darling, Matthew
Subject: RE: 6th Line from County Rd 27 to St.John's Rd EA

Claire – I apologize for the follow-up email so quickly after the first email. I rechecked our files and found that we did have information from HydroOne, Roman Dorfman. He clarified that the corridor is along 10 Sideroad.

We will prepare a map that shows the potential impacts to HydroOne facilities along 10 Sideroad, and we are working with Innisfil Hydro for the distribution lines.

If possible, could you please clarify what, if any, requirements HydroOne has for coordination that they wish followed for this corridor as we evaluate the impacts as part of this study.

Thank you.

Cheryl Murray, P.E.
D [289.695.4667] M [416.206.7600]

hdrinc.com/follow-us

From: Murray, Cheryl
Sent: Tuesday, May 26, 2015 9:33 AM
To: 'Claire.Zhang@HydroOne.com'
Cc: Gan, Tyrone; smackenzie@innisfil.ca; Restrepo, Veronica; Darling, Matthew (Matthew.Darling@hdrinc.com)
Subject: FW: 6th Line from County Rd 27 to St.John's Rd EA

Claire – thank you for the quick call this morning. As discussed this morning on the phone, potential impacts to high voltage lines are of particular concern in our understanding of the project and we wish to minimize the impacts to the greatest extent possible.

As a first step, if you are able to identify the jurisdictional limits of the HydroOne facilities, and its corridor, we will prepare a base map for you with this area. We will then send you the base map file so that you can add relevant information that can be added into our drawings. Any drawings or information that you are able to send us is most appreciated.

We understand that you may only be able to share with us high-level information due to security issues. If any information that you share should not be included on publically available materials please let us know. Also, as we move forward in discussing potential needs for mitigation or relocations, we will work with you to understand HydroOne's requirements for this corridor so that they are addressed.

Thank you for the conversation this morning and we look forward to coordinating with HydroOne on this project.

Cheryl Murray, P.E.
D [289.695.4667] M [416.206.7600]

hdrinc.com/follow-us

From: Claire.Zhang@HydroOne.com [<mailto:Claire.Zhang@HydroOne.com>] **On Behalf Of**
SecondaryLandUse@HydroOne.com
Sent: Monday, May 25, 2015 5:26 PM
To: smackenzie@innisfil.ca; Gan, Tyrone
Cc: ierullo@HydroOne.com; w.d.kloostra@HydroOne.com; Roman.Dorfman@HydroOne.com
Subject: 6th Line from County Rd 27 to St.John's Rd EA

Dear Mr. Mackenzie and Mr. Gan,

In our initial review, we have confirmed that Hydro One has high voltage transmission facilities within your study area. At this point in time we do not have enough information about your project to provide you with meaningful input with respect to the impacts that your project may have on our infrastructure. As such, this response does not constitute any sort of approval for your plans and is being sent to you as a courtesy to inform you that we must be consulted on your project.

In addition to the existing infrastructure mentioned above, the affected transmission corridor may have provisions for future lines or already contain secondary land uses (i.e. pipelines, water mains, parking, etc). Please take this into consideration in your planning.

Please allow the appropriate lead-time in your project schedule in the event that your proposed development impacts Hydro One infrastructure to the extent that it would require modifications to our infrastructure.

In planning, please note that developments should not reduce line clearances or limit access to our facilities at any time in the study area of your Proposal. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

The integrity of the structure foundations must be maintained at all times, with no disturbance of the earth around the poles, guy wires and tower footings. There must not be any grading, excavating, filling or other civil work close to the structures.

We reiterate that this message does not constitute any form of approval for your project. Once more details about your plans are known and it is established that your development will affect Hydro One facilities including the rights of way, please submit your plans to:

Roman Dorfman, Hydro One Real Estate Management -
185 Clegg Road, Markham L6G 1B7 -
Phone: (905) 946-6243 -
Roman.Dorfman@HydroOne.com -

Please note that the proponent will be held responsible for all costs associated with modification or relocation of Hydro One facilities, as well as any added costs that may be incurred due to increase efforts to maintain our facilities.

Regards,

Claire Zhang
Tel: 416-345-4249

On behalf of

***Secondary Land Use
Transmission Asset Management
Hydro One Networks***

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Friday, March 13, 2015

HDR Corporation
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8

Rogers Communications

1 Sperling Drive
P.O. Box 8500
Barrie, Ontario L4M 6B8

Attention: Matthew Darling, Roadway EIT
Sent by Email to matthew.darling@hdrinc.com and veronica.restrepo@hdrinc.com

**Re: Utility Markup Request
Town of Innisfil
Municipal Class Environmental Assessment
6th Line from County Road 27 to St. John's Road
Your File RFP: P-14-71**

As requested in your Email dated January 16, 2015, we have reviewed our system maps for the subject area.

- We acknowledge that your office requested an AutoCAD file reflecting Rogers' plant along the subject corridor of 6th Line in Innisfil. Due to Rogers having plant only at St. John's Road, Sideroad 20, Yonge Street and County Road 27 intersections, we isolated these locations from our system maps and are providing a PDF of each location.
- Rogers Communications Inc. has **buried and aerial fibre and coax** within the identified area. The approximate location of our plant is indicated on the attached PDFs of our system map.
- Field locates must be used to confirm the location of this buried plant. Field locates must be requested by contacting Ontario One Call at 1-800-400-2255.
- If any excavation and/or construction are taking place within 1m of our buried fibre, a vac truck must be used to expose that fibre.

On Sideroad 20, at the 6th Line intersection and to the north, Rogers is currently placing conduit in which we will be pulling new fibre optic cable. We will also be installing several new fibre optic splicing cabinets. On December 16, 2013, the Town of Innisfil approved our Permit drawings associated with this work. As a result, on the attached scans we have not provided specific details other than indicating the approximate location of our **proposed buried fibre**. Additional information, including the property line offset, the number and size of conduit and fibre vaults, is indicated on our Permit drawings. For your ease of reference, a PDF of those Permit drawings is attached.

The conduit we are currently installing will remain empty until Q3 of 2015. Field locates will not identify this empty structure as there is no trace wire to be located. To ensure our empty structure is not damaged during any construction activity, it is critical that our office be notified if any field activity associated with this Environmental Assessment will be taking place before Q3 of this year. Early notification will provide our office the opportunity to confirm the status of our fibre prior to field locates being requested. If our fibre has not been pulled by the start of field activity, we will work with the Town to provide confirmation of the location of our structure.

If you have any questions, please do not hesitate to contact the undersigned.

Regards,

Mark Murphy

Mark Murphy, System Planner
(705) 737-4660 x6923
mark.murphy@rci.rogers.com

Yuen, Merlin

From: Gan, Tyrone
Sent: December-05-14 10:43 AM
To: Hawryluk, Christine
Subject: FW: EA - 6th Line, Town of Innisfil

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Tyrone Gan, P.Eng.
D 289.695.4622

hdrinc.com/follow-us

From: Scott MacKenzie [<mailto:smackenzie@innisfil.ca>]
Sent: Thursday, December 04, 2014 12:49 PM
To: Schimus, Kevin
Cc: Gan, Tyrone; Murray, Cheryl
Subject: RE: EA - 6th Line, Town of Innisfil

Hello Kevin,

Will do. Thanks.

Scott

Scott MacKenzie, P.Eng.
Development Engineer
705-436-3740 Ext. 3242
1-888-436-3710 (toll free)

This information is intended only for the person, persons, entity, or entities to which it is addressed; does not necessarily represent the views of the Town of Innisfil; may contain information that is privileged, confidential or exempt from disclosure under the Municipal Freedom of Information and Protection of Privacy Act. If the reader is not the intended recipient or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you received this communication in error, please notify us immediately by return e-mail and delete the correspondence from your computer.

From: Schimus, Kevin [<mailto:KSchimus@uniongas.com>]
Sent: December 4, 2014 12:34 PM
To: Scott MacKenzie; tyrone.gan@hdrinc.com
Subject: EA - 6th Line, Town of Innisfil

Good day,

I received EA notice of study commencement for 6th Line, Town of Innisfil. Union Gas Ltd has no franchise in this area. Please contact Enbridge for gas information. Please remove Union Gas Ltd from project contact list.

Thanks.

Regards,

Kevin Schimus

Construction Project Manager
Union Gas Limited | A Spectra Energy Company
603 Kumpf Drive | Waterloo, ON | N2V 1K3
Tel : 519-885-7400 ext 5067506
Cel : 519-635-9488
Pag: 519-244-3058



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Restrepo, Veronica

From: Dave Veitch <david_veitch@transcanada.com> on behalf of TCER OneCall
<tcer_onecall@transcanada.com>
Sent: Thursday, January 08, 2015 10:39 AM
To: Darling, Matthew
Subject: FW: Request 2015026599

ALL CLEAR OF TRANSCANADA PIPELINE

TransCanada Pipelines
David Veitch
Pipeline Tech, Maple ON
Cell 416-452-7338
Fax 905-832-7331
David_veitch@transcanada.com

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

From: solutions@on1call.com [<mailto:solutions@on1call.com>]
Sent: Thursday, January 08, 2015 10:00 AM
To: TCER OneCall
Subject: Request 2015026599

1

ONTARIO ONE CALL NOTICE OF INTENT TO EXCAVATE Header Code:PLANNING

Ticket No: 2015026599 Seq. No: 21055
Update of:

Send To: TC06 Seq No: 21055 Map Ref: 705 458

Original Call Date: 01/08/2015 Time: 09:44:49 AM OP: 1453
Transmit Date: 01/08/2015 Time: 09:59:24 AM
Work to Begin Date: 01/15/2015 Time: 08:00:00 AM

Company: ITRANS CONSULTING
Contact Name: MATT DARLING Contact Phone: (289)695-4682
Alternate Contact: THERESA RITCHIE Altern. Phone:
Best Time to Call: 9-5 Fax No: (905)882-1557
Cell Phone: (289)685-1640 Pager No:
Caller Address: 100 YORK BLVD
RICHMOND HILL, ON L4B1J8 Email Address: matthew.darling@hdrinc.com

Reg/County: SIMCOE City: INNISFIL
Address: , LINE ROAD 6
Lot/Unit#:
To Address:
Nearest Intersecting Street: COUNTY ROAD 27
2nd Intersecting Street: ST JOHNS RD
Community: INNISFIL
Nb of Segments: 14
WAP No:
Latitude: 44.27167250 Longitude: -79.62572100

Work Extent/Locn: CORLOT=U DIGITAL PLANS- FROM 300M EAST OF ST
JOHN'S RD- 300M NORTH AND SOUTH OF LINE RD 6 -

CORNER LOTS INCLUDED - NOT DIGGING AT THE MOMENT
WORK NOT TO BEGIN - ENVIRONMENTAL ASSESMENT -

Remarks: DEPTH UNKNOWN

Type of Work: DESIGN AND PLANNING Depth: 0.00 FT
Public property: NO Mark & Fax: NO Area is Not Marked: NO Machine Dig: NO
Private property: NO Site Meet Req.: NO Premarked: NO Hand Dig: NO
Directional Drilling: NO

Work Being Done For: TOWN OF INNISFIL

Sending to: (listing of utilities tkt sent to)
BCPRE BELL CANADA - PLANNI TC06 TRANS-CANADA PIPELIN
INSFH01 INNISFIL ST LIGHTS A H1DBAR01 HYDRO ONE (ZONE 5) (
VNET01 VIANET (768812 ONTAR H1DALL01 HYDRO ONE (ZONE 2) (
Note: -C = Cleared, -S = Supressed, -L = Lookup center cleared, -A = Alternate Locate

-R = Existing locate valid - maintain marks We respect your right to choose which electronic messages you receive. To stop receiving this message and similar communications from TransCanada PipeLines Limited please reply to this message with the subject "UNSUBSCRIBE". This electronic message and any attached documents are intended only for the named addressee(s). This communication from TransCanada may contain information that is privileged, confidential or otherwise protected from disclosure and it must not be disclosed, copied, forwarded or distributed without authorization. If you have received this message in error, please notify the sender immediately and delete the original message. Thank you. Nous respectons votre droit de choisir quels messages électroniques vous désirez recevoir. Pour ne plus recevoir ce message et les communications similaires, de la part de TransCanada PipeLines Limited, veuillez répondre à ce message en inscrivant dans l'objet « SE DÉSINSCRIRE ». Ce message électronique et tous les documents joints sont destinés exclusivement au(x) destinataire(s) mentionné(s). Cette communication de TransCanada peut contenir des renseignements privilégiés, confidentiels ou par ailleurs protégés contre la divulgation; ils ne doivent pas être divulgués, copiés, communiqués ou distribués sans autorisation. Si vous avez reçu ce message par erreur, veuillez en avvertir immédiatement l'expéditeur et détruire le message original. Merci



Date	Type of Communication	Method	Aboriginal Group Representative	Communication Summary
Alderville First Nation				
11/27/2014	Notification	Mail - Outgoing	James R. Marsden, Chief	Notice of Commencement / POH #1 Package
11/27/2014	Notification	Mail - Outgoing	Dave Simpson, Communications Officer	Notice of Commencement / POH #1 Package
5/12/2015	Notification	Mail - Outgoing	James R. Marsden, Chief	Notice of POH #2
5/12/2015	Notification	Mail - Outgoing	Dave Simpson, Communications Officer	Notice of POH #2
6/2/2015	Comment re: POH #2 Notification	Email - Incoming	Skye Anderson, Consultation Clerical Support Dave Simpson, Communications Officer	Notice of POH #2 Response - The Project Team received a response from AFN indicating a continued interest in being apprised of any updates.
6/26/2016	Response to comment	Email - Outgoing	Dave Simpson, Communications Officer Skye Anderson, Consultation Clerical Support	Response to AFN (Notice of POH #2) - The project team indicated that it will continue to apprise AFN with project updates as they become available. They will continue to receive project notifications.
8/26/2016	Notification	Mail - Outgoing	James R. Marsden, Chief	Notice of Completion
8/26/2016	Notification	Mail - Outgoing	Dave Simpson, Communications Officer	Notice of Completion
Beausoleil First Nation (Christian Island)				
11/27/2014	Notification	Mail - Outgoing	Roland Monague, Chief	Notice of Commencement / POH #1 Package
5/12/2015	Notification	Mail - Outgoing	Roland Monague, Chief	Notice of POH #2
8/26/2016	Notification	Mail - Outgoing	Roland Monague, Chief	Notice of Completion
Chippewas of Georgina Island				
11/27/2014	Notification	Mail - Outgoing	Donna Big Canoe, Chief	Notice of Commencement / POH #1 Package
5/12/2015	Notification	Mail - Outgoing	Donna Big Canoe, Chief	Notice of POH #2
8/26/2016	Notification	Mail - Outgoing	Donna Big Canoe, Chief	Notice of Completion
Chippewas of Rama First Nation				
11/27/2014	Notification	Mail - Outgoing	Rodney Noganosh, Chief	Notice of Commencement / POH #1 Package
5/12/2015	Notification	Mail - Outgoing	Rodney Noganosh, Chief	Notice of POH #2
8/26/2016	Notification	Mail - Outgoing	Rodney Noganosh, Chief	Notice of Completion
Curve Lake First Nation				
11/27/2014	Notification	Mail - Outgoing	Phyllis Williams, Chief	Notice of Commencement / POH #1 Package
5/12/2015	Notification	Mail - Outgoing	Phyllis Williams, Chief	Notice of POH #2
8/26/2016	Notification	Mail - Outgoing	Phyllis Williams, Chief	Notice of Completion
Georgian Bay Métis Council				
11/27/2014	Notification	Mail - Outgoing	Allen Vallee, President	Notice of Commencement / POH #1 Package
5/12/2015	Notification	Mail - Outgoing	Allen Vallee, President	Notice of Commencement / POH #1 Package
8/26/2016	Notification	Mail - Outgoing	Michael Duquette, President	Notice of Completion (Contact was changed as per letter from MAA, after POH #2)
Hiawatha First Nation				
11/27/2014	Notification	Mail - Outgoing	Greg Cowie, Chief	Notice of Commencement / POH #1 Package



Date	Type of Communication	Method	Aboriginal Group Representative	Communication Summary
11/27/2014	Notification	Mail - Outgoing	Diane Sheridan, Core Consultation Worker	Notice of Commencement / POH #1 Package
12/2/2014	Comment re: notice of commencement	Mail - Incoming	Diane Sheridan, Core Consultation Worker	Response to Notice of Commencement - The Project Team received a response from HFW indicating an interest in being apprised of any further updates. The Project Team confirmed D. Sheridan is on project mailing list and updated contact info.
5/12/2015	Notification	Mail - Outgoing	Greg Cowie, Chief	Notice of POH #2
5/12/2015	Notification	Mail - Outgoing	Diane Sheridan, Core Consultation Worker	Notice of POH #2
5/25/2015	Comment re: POH #2 Notification	Email - Incoming	Lori Loucks, Core Consultation Worker	Response to POH #2 - The Project Team received a response from HFW indicating its continued interest in being apprised of any further updates, and confirming new HFN representative. HFN requests the archaeological reports and shapefile maps be sent as they become available.
6/5/2015	Response to comment	Email - Outgoing	Lori Loucks, Core Consultation Worker	Response to HFN (Notice of POH #2) - The Project Team indicated that it will share the Stage 1 Archaeology Report with HFN as it becomes available. Contact information for HFN representative was updated as requested.
8/26/2016	Response to comment	Email - Outgoing	Lori Loucks, Core Consultation Worker	Project Team provided Stage 1 Archaeological Assessment reports as requested by HFN.
8/26/2016	Notification	Mail - Outgoing	Greg Cowie, Chief	Notice of Completion
8/26/2016	Notification	Mail - Outgoing	Lori Loucks, Core Consultation Worker	Notice of Completion
Métis Nation of Ontario				
11/27/2014	Notification	Mail - Outgoing	Gary Lipinski, President	Notice of Commencement / POH #1 Package
5/12/2015	Notification	Mail - Outgoing	Gary Lipinski, President	Notice of POH #2
8/26/2016	Notification	Mail - Outgoing	Gary Lipinski, President	Notice of Completion
8/26/2016	Notification	Mail - Outgoing	Métis Consultation Unit, Métis Nation of Ontario Head Office	Notice of Completion (contact was added to contact list prior to notice of completion based on letter from MAA)
Mississauga of Scugog Island First Nation				
11/27/2014	Notification	Mail - Outgoing	Kelly LaRocca, Chief	Notice of Commencement / POH #1 Package
5/12/2015	Notification	Mail - Outgoing	Kelly LaRocca, Chief	Notice of POH #2
8/26/2016	Notification	Mail - Outgoing	Kelly LaRocca, Chief	Notice of Completion
Moose Deer Point First Nation				
11/27/2014	Notification	Mail - Outgoing	Barron King, Chief	Notice of Commencement / POH #1 Package
5/12/2015	Notification	Mail - Outgoing	Barron King, Chief	Notice of POH #2
8/26/2016	Notification	Mail - Outgoing	Barron King, Chief	Notice of Completion
Six Nations Haudenosaunee Confederacy Council				
11/27/2014	Notification	Mail - Outgoing	Allen MacNaughton	Notice of Commencement / POH #1 Package
11/27/2014	Notification	Mail - Outgoing	Leroy Hill, Secretary	Notice of Commencement / POH #1 Package
5/12/2015	Notification	Mail - Outgoing	Allen MacNaughton	Notice of POH #2



Date	Type of Communication	Method	Aboriginal Group Representative	Communication Summary
5/12/2015	Notification	Mail - Outgoing	Leroy Hill, Secretary	Notice of POH #2
8/26/2016	Notification	Mail - Outgoing	Allen MacNaughton	Notice of Completion
8/26/2016	Notification	Mail - Outgoing	Leroy Hill, Secretary	Notice of Completion
Six Nations of the Grand River Territory				
11/27/2014	Notification	Mail - Outgoing	Ava Hill, Chief	Notice of Commencement / POH #1 Package
11/27/2014	Notification	Mail - Outgoing	Paul General, Wildlife Eco-Centre Manager	Notice of Commencement / POH #1 Package
5/12/2015	Notification	Mail - Outgoing	Ava Hill, Chief	Notice of POH #2
5/12/2015	Notification	Mail - Outgoing	Paul General, Wildlife Eco-Centre Manager	Notice of POH #2
8/26/2016	Notification	Mail - Outgoing	Ava Hill, Chief	Notice of Completion
8/26/2016	Notification	Mail - Outgoing	Paul General, Wildlife Eco-Centre Manager	Notice of Completion
Six Nations Council				
1/13/2015	Comment re: notice of commencement	Mail - Incoming	Lonny Bomberry, Lands and Resources Director	Response to Notice of Commencement - The Project Team received a letter from SNC specifying that the Project is within their treaty lands and is subject to the unresolved land right issues of Six Nations and litigation against Ontario and Canada. SNC is concerned about any development relating to land, water, and resources which occur throughout their traditional territories. SNC indicates an interest in being apprised of any further updates. Comments were noted by Project Team and SNC contact was added to mailing list.
5/12/2015	Notification	Mail - Outgoing	Lonny Bomberry, Lands and Resources Director	Notice of POH #2
8/26/2016	Notification	Mail - Outgoing	Lonny Bomberry, Lands and Resources Director	Notice of Completion
Wahta Mohawks (Mohawks of Gibson)				
11/27/2014	Notification	Mail - Outgoing	Philip Franks, Chief	Notice of Commencement / POH #1 Package
5/12/2015	Notification	Mail - Outgoing	Philip Franks, Chief	Notice of POH #2
8/26/2016	Notification	Mail - Outgoing	Philip Franks, Chief	Notice of Completion
Moon River Métis Council				
8/26/2016	Notification	Mail - Outgoing	Larry Duval, President	Notice of Completion (contact was added to contact list prior to notice of completion based on letter from MAA)



ALDERVILLE FIRST NATION
P.O. Box 46
11696 Second Line
Roseneath, Ontario K0K 2X0

Chief: James R. Marsden
Councillor: Dave Mowat
Councillor: Julie Bothwell
Councillor: Angela Smoke
Councillor: Jody Holmes

May 25, 2015

Town of Innisfil
100 York Boulevard, Suite 300
Richmond Hill, ON
L4B 1J8

Attn: Tyrone Gan

**Re: Town of Innisfil
Municipal Class EA
6th Line from County Road 27 to St. John's Road
Notice of Public Open House #2
RFP#: P-14-71**

Dear Tyrone,

Thank you for the information to Alderville First Nation regarding the Municipal Class EA that is being proposed in our Traditional or Treaty Territory. We appreciate the fact that your office recognizes the importance of First Nations Consultation and that your office is conforming to the requirements within the Duty to Consult process.

Please keep us apprised of any new developments, should any occur. I can be contacted by mailing address listed above, or electronically via email, listed below.

In good faith and respect,

Dave Simpson
Lands and Resources

dsimpson@aldervillefirstnation.ca

Communications Officer
Alderville First Nation

Tele: (905) 352-2662
Fax: (905) 352-3242



HIAWATHA FIRST NATION
123 Paudash Street
Hiawatha On. K9J 0E6

Chief:	Greg Cowie
Councillor:	Brian Cowie
Councillor:	Duane Cowie
Councillor:	Kirk Edwards
Councillor:	Trisha Shearer
Councillor:	Art Vowles

December 2, 2014

Town of Innisfil
2101 Innisfil Beach Road
Innisfil, On
L9S 1A1

Dear Mr. Mac Kenzie:

Thank you for the information you sent to Hiawatha First Nation regarding "transportation improvements to the 6th line of Innisfil RFP -P-14-71" which is being proposed within Hiawatha First Nations' Traditional and Treaty Territories. Hiawatha First Nation appreciates the fact that the Town of Innisfil recognizes the importance of First Nations Consultation and that your office is conforming to the requirements within the Duty to Consult Process. The correspondence we have received is not considered to be meaningful consultation but rather information sharing.

However, as per the Hiawatha First Nation Consultation Protocol, your proposed project is deemed, having minimal potential to impact Hiawatha First Nations' rights at this time, but would like to be kept apprised of any updates, archaeological findings, and/ or of any environmental impacts, should any occur, please. We reserve the right to comment later, if something further along in the process is deemed to be a potential impact.

Although we may not always have representation at all stakeholders meeting, it is our wish to be kept apprised throughout all phases of the project.

We can be contacted at the mailing address above or electronically via email, at the email address below.

In good faith and respect,

Diane Sheridan
Core Consultation Worker
Hiawatha First Nation

dsheridan@hiawathafn.ca

Tele: (705) 295 7773

Fax: (705) 295-7131



HIAWATHA FIRST NATION
123 Paudash Street
Hiawatha, ON K9J 0E6

Chief:	Greg Cowie
Councillor:	Kirk Edwards
Councillor:	Lorne Paudash
Councillor:	Trisha Shearer
Councillor:	Art Vowles
Councillor:	Katie Wilson

May 25, 2015

Dear Mr. Gan;

Thank you for the information you sent to Hiawatha First Nation regarding the Class EA 6th Line from County Road 27 to St. John's Road Transportation Improvements which is being proposed within Hiawatha First Nation's Traditional and Treaty Territories. Hiawatha First Nation appreciates that HDR Corporation and the Town of Innisfil recognize the importance of First Nations Consultation and that your office is conforming to the requirements within the Duty to Consult Process. The correspondence Hiawatha First Nation has received is not considered meaningful consultation but rather information sharing.

As per the Hiawatha First Nation Consultation Protocol, your proposed project is deemed to have little, if any, impact on Hiawatha First Nation's traditional territory and/or rights. Please keep us apprised of any updates, archaeological findings, and/or of any environmental impacts, should they occur. Hiawatha First Nation requests you contact us if archaeological artifacts are found as we require our trained archaeological liaisons be present at the archaeological sites during the assessments. We also ask that you forward any archaeological reports to Hiawatha First Nation as they are completed. Any maps pertaining to the project should be sent to Hiawatha First Nation in a shape file.

Hiawatha First Nation reserves the right to provide additional comment should further development result in additional potential impact on our traditional territory and rights. Please be aware that while we request to be kept apprised throughout all phases of this project, we may not always have representation at all stakeholders meetings.

Further correspondence may be directed to my attention at the mailing address above or the e-mail address below.

In good faith and respect,

Lori Loucks
Core Consultation Worker
Hiawatha First Nation

lloucks@hiawathafn.ca
Tele: (705) 295-7771
Fax: (705) 295-7131

cc. Scott MacKenzie – Town of Innisfil



January 13, 2015

Town of Innisfil
2101 Innisfil Beach Road
Innisfil, ON
L9S 1A1

Dear Mr. Scott Mackenzie, P.ENG Development Engineer

**RE: Notice of Study Commencement/ Public Open House #1 Class EA 6th Line from
County Rd 27 to St. John's Road**

The Six Nations of the Grand River (Six Nations) is in receipt of the above notice. Be advised this project is within our treaty lands and is subject to the unresolved land rights issues of the Six Nations of the Grand River and litigations against Canada and Ontario.

The Six Nations' rights and interests in relation to these lands are defined in our Haldimand Treaty of 1784 being six miles deep from each side of the River, beginning at Lake Erie and extending in the proportion to the Head of the said River, which *Them and Their Posterity are to enjoy forever*. The terms and conditions of the Haldimand Treaty are affirmed and protected in Canada's Constitution. The above noted lands for your project are in the 1701 Fort Albany Treaty area of the Six Nations. These lands are to assure Six Nations' economic, cultural, sustenance and other rights. Additionally, these rights are affirmed and protected in Canada's Constitution. As a result and by law, the Six Nations is to be consulted.

I trust you are also aware of Six Nation's unresolved Land Rights that are the responsibility of the Crown in Right of Canada and the Crown in Right of Ontario to resolve. Unfortunately, no negotiations to restore justice towards a productive resolution relating to these particular lands are taking place with Canada or Ontario. Instead Canada and Ontario appear to have delegated responsibility for their legal duty to consult and accommodate to proponents and municipalities. Also be advised, the said lands as described are subject to litigation against Canada and Ontario.

The legal duty for the Crown to consult with First Nations arises from the protection of Aboriginal and treaty rights set out in Section 35(1) of the Constitution Act, 1982. The purpose of such protection has been interpreted by the Supreme Court of Canada as "the reconciliation of the pre-existence of Aboriginal societies with the sovereignty of the Crown". Accordingly, the duty to consult is an aspect of the reconciliation process, which flows from the historical relationship between the Crown and Aboriginal people and is "grounded in the honour of the Crown".

The Supreme Court of Canada's key court cases Haida Nation, Taku River Tlingit First Nation, Mikisew Cree, Tsilhqot'in and Keewatin decisions confirms the legal obligation to consult and accommodate with First Nations. Six Nations Elected Council (SNEC) requires that the Crown, Proponents and municipalities consult with SNEC in good faith in order to obtain its free, prior and informed consent.

Six Nations Elected Council would like to thank you for providing the notice on the above noted project(s). Six Nations is concerned about any development relating to land, water and resources which occur throughout their traditional territories. At this time, we appreciate being kept up to date on this project, and other developments in the Town of Innisfil.

Should you have any questions or require clarification please feel free to contact me at (519)-753-0665.

Respectfully Yours,



Lonny Bomberry, Director
Six Nations Lands and Resources

CC: Minister David Zimmer, Ontario Ministry of Aboriginal Affairs
Minister Bernard Valcourt, Aboriginal Affairs and Northern Development Canada

This letter is without prejudice to the positions that Six Nations has and may take in respect to its claims and litigation in relation to the Six Nations Tract/ Haldimand Proclamation Land and the 1701 Fort Albany Treaty.