



**BURNSIDE**

**Public Information Centre No. 1  
Summary Report  
County Road 4 Widening from  
County Road 89 (Shore Acres Drive)  
to Barrie City Limits (Lockhart Road)**

**County of Simcoe  
1110 Highway 26  
Midhurst ON L9X 1N6**



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1110 Highway 26  
Midhurst ON L9X 1N6**

**R.J. Burnside & Associates Limited  
128 Wellington Street West Suite 301  
Barrie ON L4N 8J6 CANADA**

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**R.J. Burnside & Associates Limited**

Report Prepared By:



Deanna De Forest  
 Senior Environmental Coordinator  
 DDF:tm

Report Reviewed By:



Drew Davidge  
 Senior Vice President, Roads and Highways  
 DCD:tm

## Table of Contents

<b>1.0</b>	<b>Introduction and Background .....</b>	<b>1</b>
<b>2.0</b>	<b>Method of Notification.....</b>	<b>2</b>
<b>3.0</b>	<b>Public Meeting Format.....</b>	<b>2</b>
<b>4.0</b>	<b>Participation Levels and Summary of Comments Received.....</b>	<b>2</b>
<b>5.0</b>	<b>Next Steps.....</b>	<b>9</b>

## Tables

Table 4-1: Summary of Comments / Responses .....	3
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## Appendices

- Appendix A Newspaper Advertisement
- Appendix B Display Boards
- Appendix C Comment Sheets

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## 1.0 Introduction and Background

Simcoe County (County) has identified the need to widen County Road 4 between County Road 89 (Shore Acres Drive) and Barrie city limits (Lockhart Road) to address increasing traffic demand and to support the growth and development of the County. As a result, the County is undertaking a Municipal Class Environmental Assessment (MCEA) Study to evaluate options for widening. The addition of a multi-use trail along the study corridor will be considered as part of the planning and design of the project.

A key component of the Study includes consultation with interested stakeholders. This Summary Report documents the virtual Public Information Centre (PIC) No. 1 made available on the County's website from February 16, 2023 to March 16, 2023, and summarizes the notification process, the information presented, and the comments received during the PIC No. 1.

The need for further consideration of alternative design concepts for the urban section within the study corridor, specifically Stroud, was highlighted due to the unique features of the settlement area compared to the rural areas within the study corridor. This resulted in the development of separate design options for the urban area (Stroud) and rural sections of the study corridor.

Possible Alternative Urban Design Options include:

- Widen to four lanes with
  - 1A) Multi-use trail and sidewalk on one side.
  - 1B) Sidewalks on both sides (no multi-use trail).
- Widen to three lanes with
  - 2A) Multi-use trail and sidewalk on one side.
  - 2B) Bike lanes and sidewalks on both sides.

Possible Alternative Rural Design Options include intersection design options at select locations:

- Traffic signals
- Roundabout

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

## 2.0 Method of Notification

Details of the date, time, and purpose of the PIC were published in the Barrie Advance and Innisfil Journal on February 16 and February 23, 2023. A copy of the Notice is provided in Appendix A. Notification of the PIC was also posted to the project page of the County's website and emailed / mailed to regulatory agencies, municipalities, Indigenous communities, property Owners, and local residents in the Study Area.

## 3.0 Public Meeting Format

The PIC was hosted in a virtual environment. The virtual PIC included a presentation video with recorded commentary which was posted on the County's website for the public to view or download anytime during the PIC No. 1 comment period. Presentation material described the Problem / Opportunity Statement; overview of the MCEA process; information about the Study Area; the evaluation of the urban design options, identification of rural design options; other operational and infrastructure improvements, and a request for input from the public. A copy of the presentation is provided in Appendix B.

Opportunity for public feedback was made available through an online digital Comment Sheet or by contacting the Project Team with written comments.

The comments received during the comment period are included in this PIC No. 1 Summary Report.

## 4.0 Participation Levels and Summary of Comments Received

Written comments were received from 16 members of the public and two businesses / agencies during the comment period following the PIC.

Participant comments are reviewed to provide a better understanding of stakeholder opinions and to provide feedback in the evaluation of the preferred alternative. A summary of comments and Study Team responses is provided in Table 4-1. The summary of comments and advice received during the PIC is intended to provide an indication of overall shared issues, opinions, and concerns of participants. Copies of individual comments are provided in Appendix C.

Key issues addressed within the written comments relate to:

- Project Timeline
- Road Widening
- Intersection Improvements
- Utilities
- Impact to Property
- Impact to Community
- Traffic Flow
- Impact to Natural Environment
- Safety

**Table 4-1: Summary of Comments / Responses**

Comment	Study Team Response
<b>Project Timeline</b>	
Is there a project timeline for the EA completion? When is the widening anticipated to start?	The project timeline for the EA completion will be December 2023. Detailed Design of the preferred solution is anticipated to be completed in 2024 and 2025. Tree clearing, fence, and utility relocation is scheduled to commence in 2026. Road widening is tentatively scheduled to begin construction in 2028.
What is the specific time that work will happen in the community of Stroud?	Road widening in the study corridor is tentatively scheduled to begin in 2028. At this time, the specific start date for the construction work in the community of Stroud is not known. The phasing of construction will be dependant on budget, approvals, third party utility relocations and coordination with road infrastructure and construction projects. The phasing will be determined during the Detailed Design of the preferred solution following the MCEA.
What notice will residents get if their property will be affected?	Potentially affected properties will be identified in the next phase of the project and illustrated in PIC No. 2. Where land acquisition is anticipated, property Owners will be contacted during the MCEA by mail or email. Once construction is underway, a Notice will be hand delivered approximately two weeks prior to each construction phase to all properties within the construction limits.
It would be helpful if the project timeline, specifically Phase 5 (Implementation) could be confirmed that it corresponds with the timing of the InnServices infrastructure project (new trunk watermain and sanitary sewer infrastructure) to ensure works are completed at the same time or before the future Yonge Street road improvements.	The County of Simcoe, Town of Innisfil, Inn Power, InnServices, and R.J. Burnside & Associates Limited will host a series of coordination meetings during the Detailed Design phase of the project. Road widening is tentatively scheduled to begin in 2028. The phasing of construction will be dependant on budget, approvals, third party utility relocations, and coordination with other road infrastructure and construction projects. The phasing will be determined during the Detailed Design.
<b>Road Widening</b>	
In support of the Yonge Street widening.	Acknowledged. Thank you for your comments.
A development application is in progress which will include a proposed access to Yonge Street. Based on review of the Urban Design options at this time, the Developer is most supportive of Urban Design Option 2A.	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options. At PIC No. 2, a preliminary design will be presented and is a good opportunity to provide feedback to the Study Team about a specific property.
With respect to the Urban Design options cross-section, could County staff confirm that only a 20 m Right-of-Way (ROW) width will be required within the Urban Corridor?	No, once the preferred alternative is selected, a preliminary design will be prepared and presented at PIC No. 2. Other factors such as third-party utilities, Town of Innisfil infrastructure, site lines, and intersection improvements may impact the required ROW width. It is anticipated that property acquisition will be required through the urban corridor.
<b>Intersection Improvements</b>	
Suggestion for traffic lights at the intersection of County Road 4 / Yonge Street and Killarney Beach Road / 4th Line.	The current design was based on traffic counts and current traffic projections which indicated traffic signals are not warranted in the near term. The County will continue to monitor the traffic and review the signal warrants within the study corridor / at this intersection.
The only Preferred Design Concept that would be the least invasive is 2A, overall, only three lanes would be acceptable without ruining the community.	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options. At PIC No. 2, a preliminary design will be presented and is a good opportunity to provide feedback to the Study Team about a specific property.
<b>Utilities / Other Infrastructure</b>	
Is there sewage involved?	Sanitary sewer is owned and operated by the Town of Innisfil and InnServices and is not part of the County of Simcoe's Environmental Assessment (EA). The Study Team is coordinating with the Town of Innisfil and InnServices to accommodate future infrastructure needs during Detailed Design.
It's recommended that the Urban design cross-sections illustrate the approximate location of the future trunk watermain and sanitary sewer infrastructure that is to be designed and constructed by InnServices within the Yonge Street ROW to support growth within Stroud.	The Study Team is coordinating with the Town of Innisfil and InnServices to accommodate future infrastructure needs during Detailed Design. The Detailed Design cross-section will include the approximate location of the future trunk watermain and sanitary sewer infrastructure.



Comment	Study Team Response
A ditch inlet catch-basin (DICB) and storm service connection exist within adjacent property to convey storm drainage from the property and external lands to the existing shallow storm sewer along Yonge Street. This storm service connection is undersized based on observed ponding within the Site following rainfall events. Request for County staff to review the storm drainage boundaries and storm design as part of the proposed Yonge Street road widening.	As part of this project, the Study Team will be reviewing the storm drainage boundaries. The County of Simcoe's design will incorporate stormwater improvements within the ROW as part of the proposed County Road 4 (Yonge Street) road widening. The Study Team will take your comments into consideration when completing the preliminary design.
Reducing property frontage may impact private septic systems and lead to reduced access within the property on a south to north basis. This would also restrict the ability to plant tree barriers due to the encroachment of the current septic systems.	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options. At PIC No. 2, a preliminary design will be presented and is a good opportunity to provide feedback to the Study Team about a specific property. Potential affected properties will be identified / illustrated in PIC No. 2.
<b>Impact to Property</b>	
(Rural corridor) Widen to the west side of the road to avoid impact to mature trees, weeping tile, and town water line on adjacent property on the east side of the road.	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options. At PIC No. 2, a preliminary design will be presented and is a good opportunity to provide feedback to the Study Team about a specific property. Potentially affected properties will be identified / illustrated in PIC No. 2.
Concern for impact to a row of 10 maple trees set back approximately 25 ft from the road fence that hold a great deal of sentimental and emotional value. The road widening would need to address impact upon these trees.	A tree survey, inventory, and assessment will be completed during the EA and recommended mitigation measures will be developed for potential impacted trees. The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options.
Acquisition of the west side farmland for widening would not disrupt many residential properties on the east side of County Road 4.	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options. At PIC No. 2, a preliminary design will be presented and is a good opportunity to provide feedback to the Study Team about a specific property.
Will the road / centerline be shifted west towards the farmland, not to impact residential housing?	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options. At PIC No. 2, a preliminary design with the preferred road / centerline alignment will be presented and is a good opportunity to provide feedback to the Study Team about a specific property. Potentially affected properties will be identified / illustrated in PIC No. 2.
Widening the road on the east side of County Road 4 between Meadowland Street and 5th Line would result in an impact to privacy and noise in rural Churchill.	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options. A Noise Study Assessment Report will be conducted as part of the EA to identify potential impacts and mitigation measures.
Widening from a 2- to 4-lane highway plus sidewalks, possible multi-use trail, and additional roadside water run-off (ditches) increases the frontage acquisition the County would need from residential properties on the east side of County Road 4. Adding a multi-use trail would further decrease the depth of the property frontage and reduce privacy and security with pedestrians, bicycles, and possible ATVs on the multi-use trail.	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options. The need to widen County Road 4 and include a multi-use trail was determined in the Transportation Master Plans for both the County of Simcoe and Town of Innisfil.
Concern for impact of property acquisition due to the project.	At PIC No. 2, a preliminary design will be presented and is a good opportunity to provide feedback to the Study Team about a specific property. Potentially affected properties will be identified / illustrated in PIC No. 2.
Concern for impact to enjoyment of property and the resulting noise, traffic, and construction that will come from this project.	A Noise Study Assessment and Report will be conducted as part of the EA to identify potential impacts and mitigation measures. The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options.
Due to increased traffic and noise pollution, are noise barriers (landscape features – trees / bushes) being considered?	A Noise Study Assessment Report will be conducted as part of the EA to identify potential impacts and mitigation measures. In the event that a noise barrier is required, it will be illustrated at PIC No. 2. Any recommendations for noise barriers will follow the Ministry of Transportation Environmental Guide for Noise.

Comment	Study Team Response
Drainage outlets from properties on the east side of the road empty into the road ditch and the flow passes under the highway through culverts to properties on the west side. Blockage or damage to these outlets during construction or upon completion would have significant negative consequences for agricultural fields. It would be critical that the new replacement culverts be installed at original grade or lower for drainage tiles to function properly. There is buildup of silt and vegetation in both the ditches and the culverts, so much so that current grade is higher than original.	A preliminary Hydraulic Report has been completed with recommendations for all road crossing culverts. The design of the culverts will be sized to accommodate, as a minimum, the 25-year storm or existing conditions, whichever is greater. As part of the construction, the culverts and ditches will be put back to original conditions or improved. Erosion and sediment control plans will be prepared, implemented, and monitored during construction.
What will be done to restore landscaping / driveway impacts from construction? Will it be better than or equal to existing?	Landscaping / Driveway impacts from construction will be re-established to better than or equal to existing conditions.
Septic beds are permitted to be constructed 3.0 m from the existing property line / ROW line. Ditching at a 3:1 slope could also impact the tile bed. Leaching from the tile bed(s) could be an issue. If the property lines are being shifted, has an impact study been undertaken for septic modifications / relocations?	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options. At PIC No. 2, a preliminary design will be presented and is a good opportunity to provide feedback to the Study Team about a specific property.
There is a catch basin on the west side of the highway which captures flow from the culvert under the road and feeds into a tile drainage system on an adjacent farm. Poor road ditch design and lack of maintenance causes surface water leakage onto the fields. Construction must not allow sediment into existing catch basin nor surface water to come onto the property. The replacement culvert and ditches must be in position and grade to direct water into the catch basin post-construction without sedimentation.	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options. A preliminary Hydraulic Report has been completed with recommendations for all road crossing culverts. As part of the construction, the culverts and ditches will be put back to original conditions or improved. Erosion and sediment control plans will be prepared, implemented, and monitored during construction.
Little environmental impact to road widening provided that new ditches drain water west under the road culvert or laterally along roadway.	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options. A preliminary Hydraulic Report has been completed with recommendations for all road crossing culverts. As part of the construction, the culverts and ditches will be put back to original conditions or improved.
Royal Victoria Regional Health Centre (RVH) is interested in working with the County on the development of Yonge Street, particularly on how it relates to the design of a new hospital: safe access for emergency vehicles, street setbacks, and active transit and public transit. Looking to build on the discussion held in the joint meeting with the County and the Town of Innisfil in December 2021 about the RVH master plan and engineering requirements, streetscape design, and traffic and transit.	The Study Team is coordinating with the Town of Innisfil and InnServices to accommodate future infrastructure needs during Detailed Design including the RVH.
<b>Impact to Community</b>	
Growth and rejuvenation are happening in Stroud and it needs to keep its warm small town feel. Would hate to see the positive changes ruined for traffic flow.	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options.
Resident of Stroud appreciates the County's efforts to renew this important transportation link through the County. County Road 4 becomes very busy in the summer to support overflow for provincial Highway 400. For the community of Stroud, it is important that County Road 4 does not become a similar Highway, given the existing residential, bike, and pedestrian traffic. The implementation of Design 2B, a 3-lane configuration is preferred with centre turn, bike lanes and completion of the existing sidewalks which connect through the surrounding area to support the school, two churches, and community centre / library. This option limits land expropriation and provides continuous traffic movement through the area, avoiding delays of turning vehicles. Three lanes would minimize impacts upon existing businesses and residents who front County	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options.

Comment	Study Team Response
Road 4 and creates an appropriate cross-section and complete street with sidewalks through the hamlet to encourage active transportation.	
The City of Barrie is proposing a multi-use path along their portion of County Road 4 to Lockhart Road and see the value in such an active transportation corridor outside of Stroud / Churchill; however, within these communities, it is invaluable to provide an active and narrow streetscape to maintain the community look and feel.	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options.
The RVH-Innisfil and the Town Campus need to be considered, not as two projects segregated without connections. There is likely going to be continued and growing recreational use but also a need for retail and commercial uses in the Study Area. There also may be increased demand for residential in this area. As such, there should be a focus on placemaking here, making a gateway into Innisfil along Yonge Street near the 7th Line complete with the medical services of RVH-Innisfil, Town Campus Recreation, Town Hall, retail and commercial spaces, some residential uses such as condominiums (seniors' residences for example), as well as institutional uses outside of InnPower. Additionally, with the proximate conservation areas near 1988 7 <sup>th</sup> Line, there is a possibility to conserve and protect these areas but also make them an attraction and useable for trails (winter and summer) and elevated pathways.	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options.
The plan for the contour moving north from 7th to the crest of the hill is too steep and dangerous with the higher speeds. Additionally, the existing private driveway must remain open for access and current agricultural use.	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options. At PIC No. 2, a preliminary design will be presented and is a good opportunity to provide feedback to the Study Team about a specific property. Private properties will remain accessible during construction.
Recommendation that the project includes a multi-use trail uninterrupted from Lockhart Road to Innisfil Beach Road as a much-needed community connection and consistent with Innisfil's 2022 Transportation Master Plan recommendation for a multi-use trail for the Town of Innisfil along Yonge Street. A multi-use trail would connect Stroud to the rest of the Innisfil community. A healthy, safe, and environmentally friendly route between Stroud and Innisfil's Civic Campus is greatly needed and will connect to the planned multi-use trail along Innisfil Beach Road to Alcona. On Page 5 of the Campus Master Plan Direction Report from the Town of Innisfil, the chart shows a travel time of only 11 minutes by bicycle from Stroud to the Civic Campus. This is the shortest travel time listed of all Innisfil communities by bicycle which correlates to the highest utilization by residents and lowest construction cost. The northern connection between Stroud and Lockhart Road will connect Barrie and Innisfil by multi-use trail needed to facilitate active transportation to Barrie and the GO Transit station. The City of Barrie plans an expansion of Yonge Street between Mapleview Drive and Lockhart Road including a cycle track and sidewalk. This means there will be a seamless active transportation network from Stroud to Barrie and beyond. The treacherous active transportation connection for residents between Stroud and neighbouring communities is unacceptable and we need to do better.	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options. The Study Team is coordinating with the Town of Innisfil and Inn Services to accommodate future infrastructure needs during Detailed Design.
The Urban Section (Stroud) Option 2A with multi-use trail and sidewalk one side is preferred. It is one of the two options that has the multi-use trail included and with lower financial factors. The 3-lane concept will be the safer option for the community, it will keep traffic flowing but also work as a natural speed calming measure. Having four free-flowing lanes through Stroud will be very unsafe for all residents including children commuting by foot to the elementary school. The	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options.

Comment	Study Team Response
options with 4-lanes would have the added cost of policing and future traffic calming measures as it will be hard for motorists to observe the 50 km/h zone on a 4-lane road. The separated multi-use trail will also benefit children commuting to school as even some of the side streets within Stroud do not have sidewalks and it can be unsafe along with motorized traffic. Clearly the multi-use trail option through Stroud is the correct option that will benefit Stroud residents within, and all Simcoe County users by helping connect Barrie and Innisfil actively in our County.	
<b>Traffic Flow</b>	
How will adding lanes, disturbing a small village community, fix traffic issues, displacing people for more traffic lanes in a small community? What research unforced this as a solution?	A Transportation Study conducted by R.J. Burnside & Associates Ltd., along with Transportation Master Plans for both the County of Simcoe and the Town of Innisfil have been conducted to provide direction for the planning, co-ordination, and implementation of an integrated transportation network that considers road, transit, active transportation amenities, goods movement, and commuter facilities for the future.
Request for road design to include 5-lane road (two lanes in both directions + center lane for left turns). Right turning lane at every intersection (150 m long) 3 m paved shoulder. 1 m buffer and 2 m bike lane, 2 m gravel shoulder for road / utility work / emergencies.	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options.
<b>Impact to Natural Environment</b>	
Environmentally, why would we want to increase fuel emissions in our small community and disturb wildlife for more traffic?	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options. It is our goal to cause as little environmental impact as possible, while also preparing the Study Area for future development and growth. By 2051, traffic is expected to increase beyond the theoretical roadway capacity of 1,000 vehicles per lane, per hour for a major County Road. More congestion reduces travel speeds and increases delays travelling along the Study Area corridor. An increase in traffic over time may result in an increase in associated GHG emissions. Road improvements are anticipated to reduce traffic congestion. An Air Quality Impact Assessment (AQIA) will be completed as part of the MCEA to assess whether the proposed improvements to County Road 4 will significantly change air quality in the Study Area.
<b>Safety</b>	
In a small town that is now growing into a young family community, plans should include easy and safe access for children attending elementary school very close to the expansion area. Plans should not push people away from the small-town warmth.	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options.
Speed zone must stay the same in the area. The new signs and the present police monitoring has helped greatly with the speed issues and brought people back to Yonge Street to walk, run, and ride bikes.	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options.
The Speed limit transition point from 60 km to 80 km is basically a passing / speeding zone in front of residences. Residents have witnessed two accidents directly in front of the property since August 2022 due to speeding, etc. Consideration for moving the transition zone further north approximately 400 m to 500 m to an area away from residences would be a wise option.	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options. At PIC No. 2, a preliminary design will be presented and is a good opportunity to provide feedback to the Study Team about a specific property.
Implementing walking / bike trails would obviously increase pedestrian traffic within the area and consideration for reducing the speed should be a major concern.	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options.
The 2-lane with centre-turn lane cross-section is preferred. This will be much better for the village of Stroud and reduce the tendency to speed through the urban area, which would be encouraged by a 4-lane road. The days of widening all roads to 4-lanes are over. ALL users of the roads need to be considered, including pedestrians and cyclists. A 4-lane road will make	The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options.

Comment	Study Team Response
<p>these users less safe. From a driving perspective, the 2-lane cross-section is preferred as well, because it will allow for left turns to be separate from general traffic.</p>	
<p>Resident prefers Option 2A for the area south of Stroud as well as Churchill. These two towns are the only areas in the planned 14 km construction zone that have a 50 km/h speed limit. A 4-lane highway through here would just encourage more speeding. Cars, motorcycles, dump trucks, and delivery trucks all contribute to the racetrack atmosphere. Safety of the local citizens should always come first.</p>	<p>The Study Team will take your comments into consideration when completing the preliminary design and reviewing alternative design options.</p>

## **5.0 Next Steps**

Following the input received from PIC No.1, the Study Team will confirm the Preferred Design Concept.

The next step is to develop the preliminary design for the preferred concept and present the preliminary design at PIC No. 2.

At the conclusion of the EA process, the EA decision-making and planning process will be outlined in an Environmental Study Report, prepared for public review and comment for a period of 30-days following the Notice of Completion of the studies.



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## Appendix A

### Newspaper Advertisement

**Notice of Public Information Centre  
Municipal Class Environmental Assessment  
County Road 4 Widening from County Road 89 (Shore Acres Drive)  
To Barrie City Limits (Lockhart Road)**

**The Study**

Following completion of the County of Simcoe's Transportation Master Plan Update, the County of Simcoe (County) has identified the need to widen County Road 4, between County Road 89 (Shore Acres Drive) and Barrie city limits (Lockhart Road). The County is undertaking a Municipal Class Environmental Assessment (MCEA) to consider options for the widening of County Road 4 to address increasing traffic demands and to support the growth and development in the County. The addition of a multi-use trail along the Study corridor will be considered as part of the planning and design of the project. The approximate extent of the Study Area is shown on the map.



**The Process**

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

**Comments Invited**

The County would like to ensure that anyone interested in this Study has the opportunity to provide input into the planning and design of the project. A virtual Public Information Centre (PIC) will be available on the County website to describe the Study, the proposed alternative design concepts, identify next steps in the process and gather public comments. PIC materials pertaining to the Study are available online at <https://www.simcoe.ca/dpt/trs/roads-projects> starting **February 16, 2023**. Your comments on the project and information materials are encouraged by **March 16, 2023**. Following the PIC, and in consideration of comments received, the preferred design concept will be identified. The preferred design concept will be presented in a second PIC, planned for later in the project schedule.

Please contact either of the following Project Team members if you are unable to access the online information concerning this Study or if you would like to be added to the Project Contact List to receive future project notices.

Claire Walker, P.Eng. PMP  
Project Engineer  
County of Simcoe  
1110 Highway 26  
Midhurst, ON L9X 1N6  
Tel: (705) 726-9300, Ext. 1168

Drew Davidge P.Eng.  
Project Manager  
R.J. Burnside & Associates Limited  
128 Wellington Street West, Suite 301  
Barrie, ON L4N 8J6  
Tel: 705-797-4358

Project and notice information will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act, 2005*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. This Notice first published February 16, 2023.





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**Appendix B**

**Display Boards**


Appendix B

## County Road 4

### Municipal Class Environmental Assessment County Road 4 Widening from County Road 89 (Shore Acres Drive) To Barrie City Limits (Lockhart Road)



### Public Information Centre (PIC) February 2023



# Welcome

1

1

## Project Purpose

### Problem / Opportunity Statement:



"Following completion of the County of Simcoe Transportation Master Plan Update, the County of Simcoe (County) has identified the need to widen County Road 4, between County Road 89 (Shore Acres Drive) and Barrie city limits (Lockhart Road) to address increasing traffic demands and to support the growth and development of the County. The addition of a multi-use trail along the study corridor will be considered as part of the planning and design of the project."

### Purpose of this PIC is to:

- Present the Problem/Opportunity Statement
- Provide an overview of the Municipal Class Environmental Assessment process
- Provide information on the existing environment of the Study Area
- Present the preferred solution from the Transportation Master Plan
- Present design alternatives, evaluation and preliminary preferred design concept
- Obtain input on the design alternatives and preliminary preferred design concept
- Identify next steps

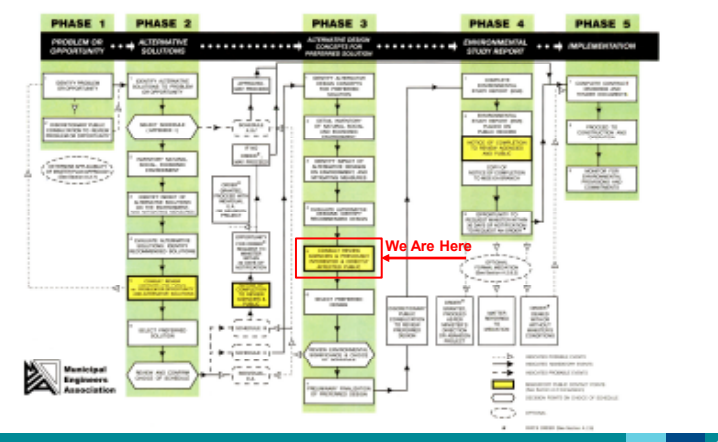
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## Municipal Class EA Process

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

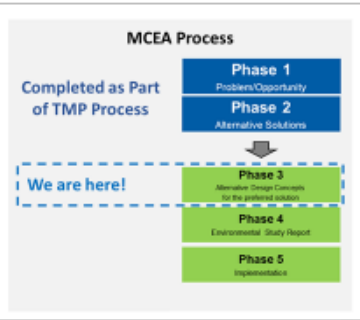


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3

## Municipal Class EA Process



**2008, Updated 2014 Transportation Master Plan**

- Established road needs and justification for the study corridor
- Completed to a level of detail that meets the requirements for phases 1 and 2 of the MCEA process


**Current study**

- Identify and evaluate alternative design concepts for preferred solution (Phase 3)
- Complete Environmental Study Report (Phase 4)


**Preferred Solution:** County's *Transportation Master Plan (TMP)* (dated 2008, updated 2014) identified the road widening along County Road (CR) 4 from 2 lanes to 4 lanes between CR 89 / CR 3 (Shore Acres Drive) and Lockhart Road (Barrie City Limits) as a project for implementation by 2031. The widening is *necessary* to accommodate the planned growth in Innisfil, Barrie and Simcoe County (County).

4

4



## Background



The EA is guided by strategic planning documents, including:

- County of Simcoe Official Plan (Final Consolidated December 29, 2016)
- County Transportation Master Plan (TMP) (dated 2008, updated 2014)
- Simcoe County Trails Strategy (2014)
- Town of Innisfil Transportation Master Plan Update (Burnside, 2022)
- Town of Innisfil Official Plan
- Town of Innisfil Trails Master Plan (2016)
- Provincial Standards and Design Guidelines

Other related studies and design previously completed within the Study Area:



[County of Simcoe Class EA Municipal Road Project – Widening of CR4 \(from 8th Line to just north of the intersection with CR 89\) Environmental Study Report \(ESR\) - Ainlev & Associates Limited \(May 2012\)](#)

[Improvements to the intersection of CR4 / CR21 \(Innisfil Beach Road\) – completed](#)


[Improvements to the intersection of 4th Line / CR4 – construction planned for 2024](#)

[Improvements to the intersection of 9th Line / CR4 – currently under design](#)


The widening of CR4, in the area of these intersections, will interface with these previously approved intersection improvements.





5



## Study Area








The Study Area includes County Road 4, also known as Yonge Street, between County Road 89 (Shore Acres Drive) and Barrie city limits (Lockhart Road).

- Two-lane controlled-access primary arterial roadway
- Turning lanes and passing/climbing lanes in select areas
- Carries large volume of commuter traffic and recreational traffic through the Township of Innisfil
- Approximately 13.5 kilometers
- City of Barrie immediately to the north of the Study Area.
- Four settlement areas within the Study Area corridor include Stroud, Municipal Civic Campus (Barclay), Churchill and Fennell's Corners with residential, commercial and institutional land use.
- Go Bus stops within the corridor
- A total of 10 watercourse crossings in the Study Area.
- A mix of forests, woodlands, wetlands, riparian, meadows and pastures are within the remainder of the Study Area adjacent to the road ROW.


The corridor contains agricultural and anthropogenic land use including rural residential properties, industrial agricultural, recreational land use and a cemetery.

6



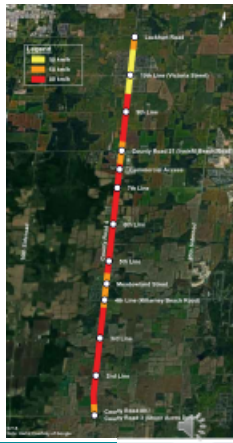
## Technical Environment





### Traffic and Transportation

- Two-lane traffic volumes, north-south primary arterial road with controlled access and an annual average of 9,000 and 13,000 vehicles per day
- Higher posted speed limits and poor sightlines factor into traffic safety
- Large commuter and recreational traffic volumes during summer months
- Gravel shoulders on both sides
- Posted speed limits from 60km/hr to 80km/hr

### Existing Posted Speeds



7



## Technical Environment



### Existing Intersections

- Eighteen intersections along the Study corridor
- Driveways along corridor provide access to residential and commercial properties
- Existing traffic signals at Lockhart Road, Lynn Street, 10th Line (Victoria Street), CR21 (Innisfil Beach Road) and CR89/CR3 (Shore Acres) intersections with CR4
- Intersection improvements are currently being designed for the 9<sup>th</sup> Line intersection (2-lane roundabout) and 4<sup>th</sup> Line intersection (turning lanes and storage lane)

### Utilities and Infrastructure

- Buried and aerial telecommunications, hydro and buried gas

### Storm Water

- Open ditch and culverts, curb and gutter in settlements



### Existing Intersections






8

## Technical Environment


**Future Traffic Forecasts**

- Future traffic conditions in the Study Area were reviewed for the horizon years of 2041 and 2051
- Future traffic conditions were based on historical traffic growth on study roads, traffic from planned future developments and any planned road network connections and improvements

**Future Traffic Capacity**

- Arterial roads provide traffic mobility for through traffic as well as local access.
- A capacity of 1,000 vehicles/hour per lane is recommended to maintain the road function in this area.
- Future increase in traffic will exceed recommended lane capacity resulting in reduced travel speed, increased travel delays and delays for turning movements at stop-controlled intersections
- Link capacity (at Lockhart, 10<sup>th</sup> Line, CR21 and 2<sup>nd</sup> Line) are forecasted to operate over capacity by 2041.
- Several remaining links are forecasted to operate over capacity by 2051



**Future Growth Areas**



Source: Innisfil Town-Wide Water and Wastewater Master Servicing Plan

Planned developments are a major contributor to the growth in the greater Study Area

## Socio-Cultural Environment

**Active Transportation**

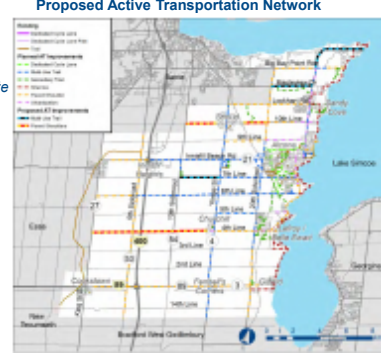
- Active transportation facilities include the existing sidewalk network, which primarily serves the residential communities (i.e., Churchill and Stroud).

The Town of Innisfil's *Transportation Master Plan Update* (Burnside, 2022) identified CR4 as a corridor for a recommended multi-use trail.

**Growth Estimate** (Transportation Study)

- GO Bus transit route (Barrie / Toronto link). Transit stops in the Stroud, Barclay, Churchill and Fennel Corners settlement areas.
- Innisfil Transit (Uber and Barrie Taxi partnerships) is an on-demand ride hailing service. Key destinations include: Innisfil Rec Complex/Town Hall, GO bus stops along CR4 and Barrie South GO station
- CR4 is at risk of increased congestion due to the anticipated growth in southern Barrie and northern Innisfil.
- According to the TMP, it is projected that the Town of Innisfil and City of Barrie population will grow to approximately 68,000 and 253,000 people by 2041, respectively.

**Proposed Active Transportation Network**



Source: Town of Innisfil Transportation Master Plan, 2022. Active Transportation Recommendations

## Socio-Cultural Environment




**Land Use**

- Study area falls within both the Nottawasaga Valley Conservation Area (NVCA) and Lake Simcoe Region Conservation Authority (LSRCA)
- Primarily agricultural, rural residential land use with settlements.
- One of the main access routes to future developments in the area.
- Provides a parallel route to Hwy 400 and alternative to commuters and recreational traffic in summer months

**Archaeological Resources**

- Stage 1 archaeological study determined that 12 previously registered archaeological sites are located within 1 km of the study area.
- Stage 2 archaeological assessment (test pit/pedestrian survey at 5 m intervals) is required prior to any construction activities, if areas are impacted.

**Cultural Heritage**



- Rural land use history dating to early 19<sup>th</sup> century.
- 10 known and 22 potential Cultural Heritage Resources
- 8 Built Heritage Resources (BHRs) & 24 Cultural Heritage Landscapes (CHLs)





(Source: Cultural Heritage Resource Assessment, ASt, December 2020)

## Natural Environment

**Vegetation Communities**

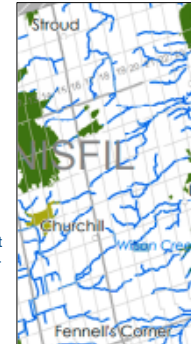



- wetland, pasture, treed, woodland, open aquatic areas

**Potential Habitat**

- Potential wildlife habitat may be suitable for species adapted to an urban environment such as squirrel, chipmunk, raccoon, bird species etc.
- Habitat for Species at Risk limited as a result of ongoing disturbance and maintenance of vegetation adjacent to CR4
- Preferred habitat may be present within the Lover's Creek Swamp Complex to the east and west of the Study Area and woodlands to the west of CR4

**Aquatic Habitat**

- Lover's Creek is regulated by Lake Simcoe Region Conservation Authority (LSRCA)
- 9 of the 10 watercourses that cross CR4 are all capable of providing seasonal or permanent fish habitat.

(Source: County of Simcoe Official Plan: November 25, 2008, Schedule 5.2.2: Streams and Evaluated Wetlands)

**Development of Design Options**

The review of the County Transportation Master Plan (updated 2014) highlighted the need for further consideration of alternative design concepts for the urban section of the study corridor, specifically Stroud, due to the unique features of the settlement area.

Some of the features unique to Stroud include:

- density of intersections and driveways
- proximity of building structures to the road right-of-way
- lower speed limit, and
- greater density of population and services.

13

**Development of Design Options**

**Urban Design Options:**

- Widen to 4 Lanes**
  - 1A) with Multi-use Trail and Sidewalk One Side
  - 1B) with Sidewalk Both Sides (no Multi-use Trail)
- Widen to 3 Lanes (Centre Turn Lane)**
  - 2A) with Multi-use Trail and Sidewalk One Side
  - 2B) with Bike Lanes and Sidewalks Both Sides

**Design considerations include, but are not limited to:**

- Available Right-of-Way space
- Minimizing impact to existing driveways, structures/buildings
- Minimizing impact to trees and heritage resources
- Maintaining adequate boulevard space for waste collection and snow storage
- Safety and accessibility of cyclists and pedestrians
- Minimize impact to utilities

14

**Urban Design Option 1A: Widen to 4 Lanes with Multi-use Trail and Sidewalk One Side**

**FOUR LANE URBAN CROSS SECTION WITH MULTI-USE TRAIL AND SIDEWALK**

- Widen the road to 4 lanes in urban segments
- Multi-Use Trail (3.0 m) on one side
- Sidewalk (2.0 m) on one side
- Barrier Curb on both sides
- No parking on road
- Relocate utilities, where required
- Property acquisition anticipated

15

**Urban Design Option 1B: Widen to 4 Lane with Sidewalk Both Sides (no Multi-use Trail)**

**FOUR LANE URBAN CROSS SECTION WITH SIDEWALK**

- Widen the road to 4 lanes in urban segments
- Sidewalk (2.0 m) on both sides
- Barrier Curb on both sides
- No parking on road
- Relocate utilities where required
- Property acquisition anticipated

16

### Urban Design Option 2A: Widen to 3 Lanes with Multi-use Trail and Sidewalk One Side

- Centre two-way left turn lane (4.2 m)
- Multi-Use Trail (3.0 m) on one side
- Sidewalk (2.0 m) on one side
- Barrier Cub on both sides
- No parking on road
- Relocate utilities, where required
- Limited property acquisition anticipated

17

### Urban Design Option 2B: Widen to 3 Lanes with Bike Lanes and Sidewalks Both Sides

- Centre two-way left turn lane (4.2 m)
- Bike lanes (1.5 m lane with 0.5 m buffer) in both directions
- Sidewalk (2.0 m) on one side
- Barrier Cub on both sides
- No parking on road
- Relocate utilities, where required
- Limited property acquisition anticipated

18

### Evaluation of Urban Design Options

The design options for road widening in the urban area of the study corridor are evaluated at a high level relative to each other against a set of criteria. Criteria are provided below under each of the project environments:

- Natural Environment**
  - Potential to impact vegetation
  - Potential impact to wildlife habitat and habitat of species at risk
  - Potential impact to water resources and drainage
  - Potential climate change impact and resilience
- Socio-Cultural Environment**
  - Potential to impact heritage resources such as archaeology and cultural heritage
  - Nuisance impacts such as noise, visual impact, construction impacts
  - Land acquisition needs, impacts to driveway access
  - Conformity to municipal and agency policy
  - Level of service for local residents and business, impact to municipal services
  - Active Transportation connectivity and safety
- Financial Environment**
  - Estimated capital costs
  - Estimate operation and maintenance costs
  - Property acquisition costs
- Technical Environment**
  - Level of service/ traffic congestion
  - Operational safety, roadside safety
  - Design constraints, utility impacts,

19

### Evaluation of Urban Design Options

Criteria for Evaluating Alternatives	1) Widen to 4 Lanes		2) Widen to 3 Lanes (Centre Turn Lane)	
	1A) with Multi-use Trail and Sidewalk One Side	1B) with Sidewalk Both Sides (no Multi-use Trail)	2A) with Multi-Use Trail and Sidewalk One Side	2B) with Bike Lanes and Sidewalks Both Sides
Natural Environment				
Socio-Cultural Environment				
Financial Factors				
Technical Factors				
Overall Summary	Somewhat Preferred	Most Preferred	Most Preferred	Least Preferred

Order of Preference:  
 Most Preferred  More Preferred  Somewhat Preferred  Less Preferred  Least Preferred

20

### Rural Design Concept

**Design considerations include, but are not limited to:**

- Available Right-of-Way space
- Existing structures/buildings
- Watercourse crossings
- Natural features (such as wetlands and wildlife passage)
- Controlled crossing locations

**Rural Design Concept:**

- Mountable section of curb and paved shoulder
- Multi-use trail on one side of CR4 or the other
- Controlled crossings

21

### Rural Design Concept: Widen to 4 Lanes with Multi-use Trail

- Widen the road to a 4 lanes in rural segments
- Painted center median (1.0 m)
- Multi-Use Trail (3.0 m) on one side
- Intermittent sections of mountable curb and paved shoulder
- Reconstruct ditches
- Relocate utilities, where required
- Property acquisition anticipated
- Intersection improvements
- Controlled crossings

22

### Operational Improvements – Urban Area

**Existing Intersections**

Recommended improvements to select intersections within the study corridor include:

- additional turning lanes,
- signal timing optimization, and
- increase storage length for vehicles at intersections that are experiencing operational concerns.

Improvements are recommended in the existing and medium term, to the year 2041 and 2051

Intersection along CR 4	Options			Details
	Turning Lanes	Signal Timing Optimization	Increased Storage Length	
Lynn Street / CR4			2051	Increase northbound left turn storage length to 55m
10 <sup>th</sup> Line (Victoria Street) / CR4		2051		Increase the cycle length to 105 sec and optimize the splits

23

### Operational Improvements – Rural Area


**Existing Intersections**

Intersection along CR 4	Options			Details
	Turning Lanes	Signal Timing Optimization	Increased Storage Length	
CR21 (Innisfil Beach Road)		Medium term to 2041, 2051		2041-Optimize signal timing splits for both peak periods 2051- optimizing the cycle length and splits
Commercial Access	2041			Westbound right turn lane, assumed 45 m storage length
5 <sup>th</sup> Line	2041			Southbound left turn lane, 30 m storage length Left and right turn lanes on east and west approach. Assumed 30 m and 15 m storage lengths, respectively Traffic signals may be considered as an improvement beyond 2051
4 <sup>th</sup> Line	2041			Right turn lanes on east and west approach. Assumed 15 m storage length Traffic signals may be considered as an improvement beyond 2051
CR89 / CR3 (Shore Acres Drive)		2041, 2051	2041	Optimize signal timings for peak periods 2041-Cycle length increased to 120 sec and 85 sec during the AM and PM peak periods, respectively, splits to be optimized Increase northbound and eastbound right turn storage length to 30m 2051-Cycle length to be increased to 135 sec and 105 sec during the AM and PM peak hour, respectively Add northbound left turn phase

24

## Operational Improvements-Design Options

### Existing Intersections



**7<sup>th</sup> Line / CR4**  
By 2041-eastbound and westbound movements will exceed capacity during peak hours with >2 min delay.

**6<sup>th</sup> Line / CR4**  
Currently-eastbound and westbound movements exceed capacity during peak hours with > 2 min delay.

### Intersection Design Options:

- 1. Traffic Signals**  
Assumed semi-actuated uncoordinated signal, optimized cycle length and splits during AM and PM peak periods. Turning lanes as required.
- 2. Roundabout**  
Assumed 2 - lane roundabout to interface with the 4 - lane widening

**Design considerations include, but are not limited to:**

- Available Right-of-Way space
- Minimizing impact to existing driveways, structures/buildings
- Minimizing impact to trees and heritage resources
- Safety and accessibility of cyclists and pedestrians
- Minimize impact to utilities
- Future operation and transportation needs
- Cost

25

## Infrastructure Improvements

Town of Innisfil and InnServices Staff will identify any future infrastructure improvements or upgrades required in the study area corridor right-of-way. The County will work with Town staff to identify any aged infrastructure for replacement as well as upgrades/extensions identified in the Towns master plans.

Accommodations may include:

- Installing Town Infrastructure in the Boulevard prior to road construction
- Installing Town Infrastructure as part of the road construction
- Preserving ROW space for future Town Infrastructure projects



Watermain Replacement



Sewer Construction

26

## Project Timeline

Municipal Class Environmental Assessment Process		Next Steps
<div style="background-color: #76b82a; color: white; padding: 10px; margin-bottom: 10px; border-radius: 5px;"> <b>Phase 3</b> Alternative Design Concepts for the Preferred Solution                 </div>	<p>February 2023</p>	<ul style="list-style-type: none"> <li>➢ Review public feedback regarding recommended design concepts</li> </ul>
<div style="background-color: #76b82a; color: white; padding: 10px; margin-bottom: 10px; border-radius: 5px;"> <b>Phase 4</b> Environmental Study Report                 </div>	<p>March 2023</p>	<ul style="list-style-type: none"> <li>➢ Confirm the preferred design concept</li> </ul>
<div style="background-color: #76b82a; color: white; padding: 10px; margin-bottom: 10px; border-radius: 5px;"> <b>Phase 5</b> Implementation                 </div>	<p>March - May 2023</p>	<ul style="list-style-type: none"> <li>➢ Complete preliminary design for the preferred design concept</li> </ul>
	<p>June 2023</p>	<ul style="list-style-type: none"> <li>➢ Conduct Public Information Centre #2 to present preliminary design;</li> </ul>
	<p>December 2023</p>	<ul style="list-style-type: none"> <li>➢ Complete Environmental Study Report (ESR)</li> </ul>
	<p>January 2024</p>	<ul style="list-style-type: none"> <li>➢ 30-day public review period with <b>Notice of Completion</b></li> </ul>
	<p>2024-2028</p>	<ul style="list-style-type: none"> <li>➢ Complete detailed design and begin construction</li> </ul>

27

## Thank you for participating

### Help shape decisions made in this Study

- Please complete the comment form available on the County's website at the link provided.
- Information materials about the study will be made available online at <https://www.simcoe.ca/dpt/trs/roads-projects> for review and comment until **March 16, 2023**.
- A summary of your written comments along with responses to comments received by March 16, 2023 will be provided in a Public Information Centre Summary report posted on the project page of the County's website.

If you would like more information or if you have any questions or concerns please contact:

Claire Walker, P.Eng. PMP Project Engineer County of Simcoe 1110 Highway 26 Midhurst, ON L9X 1N6 Tel: (705) 726-9300, Ext. 1168	Drew Davidge P.Eng. Project Manager R.J. Burnside & Associates Limited 128 Wellington Street West, Suite 301 Barrie, ON L4N 8J6 Tel: 705-797-4358
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Project and notice information will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act, 2005*.

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

28





# BURNSIDE

[ THE DIFFERENCE IS OUR PEOPLE ]

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## Appendix C

### Comment Sheets

ID	Comments
1	There should be traffic lights at the intersection of County road 4/Yonge St. and Killarney Beach Rd./4th. line.
2	Re: address [REDACTED] Young street and [REDACTED] young street. we have 3 beautiful mature trees near front of property, weeping tile bed in front of [REDACTED], under road water line from west side town water piping to [REDACTED] and [REDACTED]. please take all the necessary room for expansion from the west side of the road. There is lots of room thanks
3	<p>Have read through road proposal plan and design concepts, have some point form questions and comments to share as follows:</p> <ol style="list-style-type: none"> <li>1. How have they determined that adding lanes, disturbing a small village community, will fix traffic issues, displacing people for more traffic lanes in a small community I question what research unforced this as a solution.</li> <li>2. What is the specific time that work will happen in the community of Stroud and what notice will residents get as to if there homestead will be effected, I would suspect long before construction occurs.</li> <li>3. Environmentally why would we want to increase fuel emissions in our small community and disturb wildlife for more traffic.</li> <li>4. In a small town that is now growing into a young family community, I hope the plans include easy and safe access for children attending elementary school very close to the expansion area, that it does not push people away from the small town warmth.</li> <li>5. Speed zone must stay the same in the area, I myself fought for the new signs and will not back off if I see deterioration of this in the affected area, and the present police monitoring that has helped greatly with the speed issues and brought people back to Yonge Street to walk, run and ride bike's.</li> <li>6. The only preferred design concept I feel would be the least invasive is 2A, overall only three lanes would be acceptable without ruining the community.</li> <li>7. I wonder if those deciding to make these changes has even spent one summer weekend in Stroud in the last year or so to see the growth and rejuvenation that is happening to understand what needs to remain to keep its warm small town feel. I walk the community at least 5 days a week and see the changes first hand . I have lived in Stroud for over 10 years and seen the positive changes, hate to see that ruined for traffic flow..... Looking forward to receive quick productive feedback that will answer questions raised. Thanking you in advance.</li> </ol> <p>[REDACTED]</p>
4	<p>Please consider the following requests for road design.</p> <ul style="list-style-type: none"> <li>5 lane road (two lanes in both directions + center lane for left turns)</li> <li>Right turning lane at every intersection (150m long)</li> <li>3m Paved shoulder. 1m buffer and 2m bike lane</li> <li>2m Gravel shoulder for road/utility work/emergencies</li> </ul>
5	<p>As the owners ([REDACTED]) of the SE corner of Lockhart and Yonge St., we are in support of the Yonge St. widening. Our 150ac parcel address is [REDACTED] Yonge St.</p> <p>We would like to be engaged and provided with information throughout the process. Is there a project timeline for the EA completion? When is the widening anticipated to start?</p>
6	is there sewage involved?

7	<p>We own property along the alignment of the widening and will be impacted by this EA. We would like to be notified of next steps and apprised of the info as soon as it becomes available. I can be reached at the email provided and at [REDACTED]</p>
8	<p>Hello and thank you for this opportunity to comment.</p> <p>I wish to note that I reside in Stroud, and appreciate the County's efforts to renew this important transportation link through the County. Like many of the north south corridors through the area (County Road 54 and 27) County Road 4 becomes very busy in the summer to support overflow for provincial highway 400.</p> <p>For the community of Stroud it is important that County Road 4 does not become a similar Highway, given the existing residential, bike and pedestrian traffic. I would prefer the implementation of design 2B, a three lane configuration (with centre turn), bike lanes and completion of the existing sidewalks which connect through the surrounding area, supporting the school, two churches and community centre/library.</p> <p>Such a configuration:</p> <ul style="list-style-type: none"> <li>- limits land expropriation</li> <li>- provides continuous traffic movement through the area, avoiding delays of turning vehicles</li> <li>- minimizes impacts upon existing businesses and residents who front County Road 4</li> <li>- creating an appropriate cross section and complete street with sidewalks through the hamlet to encourage active transportation</li> </ul> <p>I recognize that the City of Barrie is proposing a multi-use path along their portion of County Road 4 to Lockhart Road, and see the value in such an active transportation corridor outside of Stroud/Churchill, however within these communities it is invaluable to provide an active and narrow streetscape to maintain the community look and feel.</p> <p>Thank you for your consideration.</p>
9	<p>We need to think of the RVH-Innisfil and the Town Campus as we cannot have two projects segregated without connectios.</p> <p>Throughout this area there is likely going to be continued and growing recreational use but also a need for retail and commercial uses.</p> <p>There also may be increased demand for residential in this area. As such, there should be a focus on placemaking here, making a gateway into Innisfil along Yonge Street near the 7th line complete with the medical services of RVH-Innisfil, Town Campus Recreation, Town Hall, retail and commercial spaces, some residential uses such as condominiums (seniors residences for example), as well as institutional uses outside of InnPower. Additionally, with the proximate conservation areas near 1988 7th Line, there is a possibility to conserve and protect these areas but also make them an attraction and useable for trails (winter and summer) and elevated pathways.</p> <p>----</p>

10	<p>Reasons not to widen the road on the east side of County Road 4 between Meadowland St. and 5th line</p> <ul style="list-style-type: none"> <li>• Many residents including us at [REDACTED] Yonge St. - moved from Toronto (GTA) to rural Churchill for larger dwellings and a land holding which leads to greater privacy and reduced noise.</li> <li>• Acquisition of our property frontage &amp; others on the east side of County Road 4, from a 2 to 4 lane highway plus sidewalks and possible multi-use trail, and additional roadside water run-off (ditches) increases the frontage acquisition the county would need from these residential properties.</li> <li>• On the west side of County Road 4 across from our house &amp; others is unrestricted farm land</li> <li>• Acquisition of the west side farmland would not disrupt many residential properties on the east side of County Road 4</li> <li>• Adding a multi-use trail would further decrease the depth of the property frontage &amp; reduce privacy and security with pedestrians, bicycles &amp; possible ATV's on the multi-use trail.</li> <li>• Many of these selected properties have septic systems that possibly run near to or within the disputed acquisition of land. Reducing this frontage may lead to reduced access within the property on a South to North basis.</li> <li>• This would also restrict ability to plant tree barriers due to the encroachment of the current septic systems.</li> <li>• There may be additional items of concern in the future.</li> <li>• We would like to be notified of all updates or meetings in the future regarding the widening of Yonge street affecting our residence.</li> <li>• Thank you</li> </ul>
11	<p>I prefer the 2-lane with centre-turn lane cross section. I think this will be much better for the village of Stroud, and reduce the tendency to speed through the urban area, which would be encouraged by a four-lane road. The days of widening all roads to 4 lanes are over. We have to think about ALL users of the roads, including pedestrians and cyclists! A 4 lane road will make these users less safe.</p> <p>From a driving perspective, I prefer the two-lane cross section as well, because it will allow for left turns to be separate from general traffic.</p>
12	<p>I live on Yonge street, and with this project, I am concerned about losing part of our land. We moved from the city to the country to get away from all the noise and construction, and this will make us feel like we are back in the city.</p> <p>Our land is very important to us, and we are worried we will lose a lot of our land due to the project, and worried about the noise, traffic and construction that will come from this project.</p>

Please note the following comments from concerned resident located at [REDACTED] Yonge street:

1)Tile Beds: My property as well as neighboring properties in the area have our tile bed locations adjacent to the R.O.W. Understanding that the Rural design concept drawings are not to scale and do not depict if expropriation may be implemented the concerns are as follows:

-Septic beds are permitted to be constructed 3.0 meters from the existing property line / ROW line. If the property lines are being shifted has an impact study been undertaken for septic modifications / relocations?

-Ditching is shown within this area at a 3:1 slope which could also impact the tile bed.

-Leaching from the tile bed(s) could be an issue.

2)What is the Extent of all restoration of the landscaping / driveway construction, etc. Trusting it will be better than or equal to existing.

13 3)The Speed limit directly in front of our residence is the transition point from 60 km to 80km. This area is basically a passing/speeding zone in front of the residences. We moved into this property in Aug 2022 and have already witnessed 2 accidents directly in front of the property due to speeding ,etc. Consideration for moving the transition zone further North to an area away from residences would be a wise option. Approx. 400-500 meters.

4)If expropriation is going to be a factor, will the road / centerline be shifted West towards the farmland, not to impact residential housing?

5)Due to increased traffic and noise pollution are noise barriers (landscape features – trees /bushes) being considered?

6)Implementing walking/ bike trails would obviously increase pedestrian traffic within the area and again, consideration for reducing the speed should be a major concern.

After the final drawings are completed, I am trusting that the residents will be able to review the drawings for comment.

I would like to be added to the Project Contact list to receive future notice projects.

Regards,

14	<p>Brookfield Residential (Ontario) Limited are the owners of a 12.4 acre parcel of land located near the north west corner of County Road 4 (Yonge Street) and Victoria Street in the Towns of Innisfil. The lands are municipally known as 7958 Yonge Street in the Village of Stroud, Town of Innisfil. At present, we are working with the Town of Innisfil towards submission of Planning Applications to permit the development of a residential subdivision consisting of approximately 85 residential units on our lands. In future, the development of two commercial blocks of approximately 0.35 and 0.88 hectares in size will occur on the subject lands. A copy of our most recent concept plan is attached.</p> <p>We, along with our consultants, have reviewed the PIC #1 materials for the Municipal Class Environmental Assessment County Road 4 Widening From County Road 89 (Shore Acres Drive) To Barrie City Limits (Lockhart Road) and offer the following comments and questions:</p> <ol style="list-style-type: none"> <li>1.The PIC material, specifically slide No. 26, notes that the County will coordinate with Town of Innisfil (Town) and InnServices staff to identify infrastructure improvements and/or upgrades within the study corridor. As County staff are likely aware, a new trunk watermain and sanitary sewer infrastructure is to be designed and constructed by InnServices within the Yonge St right-of-way to support growth within Stroud. We would recommend that the Urban design x-sections illustrate the approximate location of said future infrastructure. Furthermore, it would be helpful if County staff confirmed that the project timelines, specifically Phase 5 (Implementation) corresponds with the timing of the InnServices infrastructure project to ensure works are completed concurrently or infrastructure is completed prior to the future Yonge St road improvements.</li> <li>2.A ditch inlet catch-basin (DICB) and storm service connection exist within our property to convey storm drainage from our property and external lands to the existing shallow storm sewer along Yonge St, which is consistent with the observations noted on slide 14. Our consultants are of the opinion that this storm service connection is undersized based on observed ponding within the site following rainfall events, and we ask that County staff review the storm drainage boundaries and storm design as part of the proposed Yonge St road widening.</li> <li>3.We are in the process of submitting a development application for the above noted site, which will include a proposed full move access to Yonge St. Based on our review of the Urban Design options at this time, we are most supportive of Urban Design Option 2A.</li> <li>4.With respect to the Urban Design options illustrate a x-section width of approximately 20m – we ask that County staff confirm that only a 20m ROW width will be required within the Urban Corridor.</li> </ol>
15	<p>My family lives on Yonge St. in Stroud, just south of 10th Line. We feel that the best proposal for our area, as well as Churchill, would be 2A. These 2 towns are the only areas in the planned 14 kilometer construction zone that have a 50 km/h speed limit. The police regularly patrol here and could probably balance the county budget with the number of speeders they pull over. I feel a 4 lane highway through here would just encourage more speeding. Cars, motorcycles, dump trucks, and delivery trucks all contribute to the race track atmosphere. Safety of the local citizens should always come first.</p>

Royal Victoria Regional Health Centre (RVH) is interested in working with the County on the development of Yonge Street, particularly on how it relates to the design of a new hospital: safe access for emergency vehicles, street setbacks, and active transit and public transit.

RVH is actively working on the planning of the new South Campus for the lands at the southwest corner of IBR and Yonge and collaborating in visioning sessions with the Town of Innisfil for the Civic Campus master planning on the lands to the east of Yonge.

We hope to build on the discussion we had in the joint meeting with the County and the Town on Innisfil in December 2021 when we discussed our master plan and engineering requirements, streetscape design, and traffic and transit.

Looking forward to working with you.

My wife and I own three properties in Innisfil impacted by the road widening project.

████████ Yonge Street  
East side of Yonge St

There are 3 tile drainage outlets on this property that empty into the road ditch and the flow passes under the highway through two separate culverts to properties on the west side. Blockage or damage to these outlets during construction or upon completion would have significant negative consequences for our fields. It would be critical that the new replacement culverts be installed at original grade or lower for our tiles to function properly. There is buildup of silt and vegetation in both the ditches and the culverts so much so that current grade is higher than original.

There is a row of 10 maple trees on our front lawn set back appropriately 25 ft from the road fence. These trees were planted by us with our son who passed away at age 27 in 2019 and they hold a great deal of sentimental and emotional value. The road widening would need to address impact upon these trees.

17 ████████ 3'rd Line  
West side of Yonge St

There is a catch basin on the west side of the highway which captures flow from the culvert under the road and feeds into our tile drainage system on this farm. Poor road ditch design and lack of maintenance causes surface water leakage onto our fields. Construction must not allow sediment into this catch basin nor surface water to come onto our property. The replacement culvert and ditches must be in position and grade to direct water into the catch basin post construction without sedimentation.

████████ 3'rd Line  
East side of Yonge St

Little environmental impact to road widening provided new ditches drain water west under the road culvert or laterally along roadway.

████████████████████



Hi, I am a Stroud resident and would like the comment on the CR4 MCEA.

In general, I would like to recommend that the project at the very least includes a Multi-use trail uninterrupted from Lockhart Rd. to Innisfil Beach Rd. This is a much needed community connection. Innisfil's 2022 Transportation Master Plan (Fig. ES-2) also recommends (to Simcoe County) a multi-use trail for the totality of the Town of Innisfil along Yonge St.

The Southern connection between Stroud and Innisfil Beach Rd. by use of Multi-use trail would connect Stroud to the rest of the Innisfil community. A healthy, safe and environment friendly route between Stroud and Innisfil's Civic Campus is greatly needed and will connect to the planned multi-use trail along Innisfil Beach Rd. to Alcona. On page 5 of the Campus Master Plan Direction Report from the Town of Innisfil, the chart shows a travel time of only 11 mins by bicycle from Stroud to the Civic Campus. This is the shortest travel time listed of all Innisfil communities by bicycle which correlates to the highest utilization by residents and lowest construction cost.

18 The Northern connection between Stroud and Lockhart Rd. will connect Barrie and Innisfil by Multi-use trail. This connection is much needed to facilitate active transportation to Barrie and the Go train station. Project number EN1261 by the City of Barrie details an expansion of Yonge st. between Mapleview and Lockhart including a cycle track and sidewalk. This means there will be a seamless active transportation network from Stroud to Barrie and beyond. I recently had a family member cycle from Orillia to Stroud. The cycling was great until they got to the Barrie-Innisfil border. The treacherous active transportation connection for residents between Stroud and neighbouring communities is unacceptable and we need to do better.

For the options presented for the Urban section (Stroud) I would like to comment on my preferred option (slides 15-20).

'2A) with Multi-Use Trail and Sidewalk One Side' is my preferred option. It is one of the two options that has the Multi-use trail included and with lower financial factors. The 3 Lane concept I believe will be the safer option for our community. The 2 flow lanes with one middle turning lane will keep traffic flowing but also kind of work as a natural speed calming measure. I believe having 4 free flowing lanes cutting through Stroud will be very unsafe for all residents including children commuting by foot to the elementary school. The options with 4-lanes would have the added cost of policing and future traffic calming measures as it will be hard for motorists to observe the 50km/h zone on a 4 lane road. The separated multi-use trail will also benefit children commuting to school as even some of the side streets within Stroud do not have sidewalks and it can be unsafe along with motorized traffic.

Clearly the multi-use trail option through Stroud is the correct option that will benefit Stroud residents within, and all Simcoe County users by helping connect Barrie and Innisfil actively in our county.

Thank you

