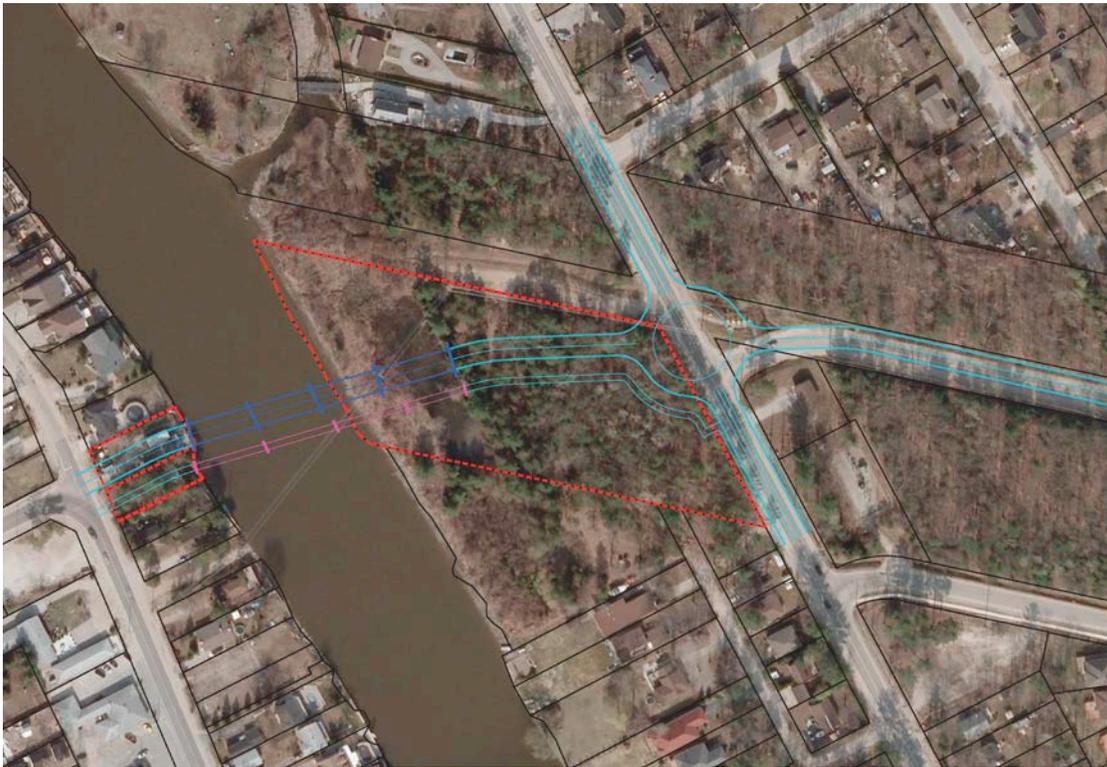




Town of Wasaga Beach Nottawasaga River Crossing Class Environmental Assessment

Environmental Study Report



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Executive Summary

Purpose

The Town of Wasaga Beach has considered long range planning options to ease anticipated future traffic issues in the Town. The purpose of the Class Environmental Planning Process (Schedule C) is to identify a Preferred Option for the possible future construction of both a multi-purpose bridge (10 year time frame – 2023) and a vehicular bridge (30 to 40 year time frame – 2043) crossing the Nottawasaga River at a location between the existing Schoonertown Bridge and the existing Main Street bridge.

Traffic Analyses and Active Transportation Plan

Transportation Studies were completed in 2006 and 2012 in order to identify existing traffic issues and to predict future traffic problems. Those studies suggested roadway improvements that should be considered over a 5 and 10 year time horizon (2017 and 2022). The need for an additional bridge crossing of the Nottawasaga River was identified and is based on the premise of moving traffic to and from the beach areas more directly (south and north rather than east and west).

In order to assess the need for an east-west route around the built-up portion of the Town, a Study was undertaken in 2008 by Ainley Group. This analysis determined that only 10% of the vehicles travelling from across Town do not stop. Therefore, the high cost of constructing a new alternative east-west route around Wasaga Beach is not warranted at this time. The Town should continue to consider the need for such a route as part of future transportation studies.

In addition, the Town's Active Transportation Plan (2008) suggested consideration of pedestrian bridge crossings of the Nottawasaga River.

Preferred Bridge Location

Five Options were considered with respect to the location of the bridge crossing of the Nottawasaga River – summarized as follows:

- Option 1 – Do Nothing
- Option 2 – Powerline Road
- Option 3 – 16th Street
- Option 4 – 14th Street
- Option 5 – Nancy Island area

The Preferred Location Option is the Powerline Road area. A vehicular bridge at this location would provide traffic relief from the beach areas directly to Powerline Road and on to Highway 26 via Klondike Park Road. The Powerline Road site was also identified in the Town's Active Transportation Plan as an important site for the future construction of a pedestrian bridge crossing of the River.

Cross-section Options – Preferred Option

Four cross-section options (lanes, sidewalks and bike lanes) were identified and evaluated as part of the planning process. The Preferred cross-section option is Option 4 described as follows:

2, 4.75m wide lanes of traffic on a vehicular bridge to be constructed in 30 years, and 3.0 m wide multi-purpose bridge for pedestrians, bikes and snowmobiles in as early as 10 years and/or as warranted and approved by Council for active transportation.

Alignment Options – Preferred Option

A total of 6 Alignment Options (A to F) were identified and evaluated as part of the planning process. The Preferred Alignment is Option E, described as follows:

Realign Powerline Road alignment and modify the Powerline Road/River Road West intersection such that a bridge can be built in a straight alignment (angled to the River) directly to 18th Street. (a Roundabout may be required at River Road West). This alignment is based on Cross-section Option 4.

Consultation Process

Review agencies and the public were consulted in Phases 2 and 3 of the planning process. Consultation included First Nations contacts. A Summary of the comments received and the responses provided in included in the “Contact Summary” (Appendix I).

Based on the comments received, mitigation measures were identified and outlined in Section 14 of the ESR.

Future Class EA Requirements

The following list of requirements must be addressed as part of the future design of the two bridges:

Letter of Advice from Nottawasaga Valley Conservation Authority (NVCA) to the Department of Fisheries and Oceans (DFO) re: work within the River, Fisheries review and assessment of loss of habitat,

DFO approval may be necessary if a Letter of Advice is not provided by the NVCA,

Approval from Transport Canada under the Navigable Water Protection Act,

Ministry of Environment (MOE) approval for storm drainage systems, spill contingency plan, stormwater management plan, and permit to take water,

Permit for Development, Interference with Wetlands & Alterations to Shorelines and Water Courses is required from NVCA,

Species at Risk Overall Benefit Permit (related to Lake Sturgeon) may be required from NVCA, DFO and Ministry of Natural Resources (MNR),

Engineering Study to review the impact of new piers in the River (restriction of ice movement and floodline impact – including hydraulic modelling) to be provided to NVCA,

Stage 2 archaeological assessment,

Site specific Natural Environment assessment to confirm mitigation measures,

Specific Geotechnical Assessment,

Noise and vibration assessments of the proposed design for both construction activities (pile driving, and excavation) and for the post-construction vehicular traffic, and

Municipal approvals for roadway and bridge design.

Additional design considerations are outlined in Table 10.

Financial Considerations

The Town plans to finance the design and construction of both the multi-purpose bridge and the vehicular bridge using development charges and government stimulus funding.

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Phase1 Report

1.0 Introduction

In order to ease anticipated future traffic issues in the Town of Wasaga Beach, the Town has undertaken a Class Environmental Planning Process (Schedule C) to consider long range planning, likely a 30 to 40 year timeframe, for the possible future construction of a new bridge crossing of the Nottawasaga River. It must be stressed that this is a long range planning process and the need for a new vehicular bridge spanning the Nottawasaga River will be reassessed on a regular basis through the completion of future traffic studies.

There are currently two river crossings of the Nottawasaga River in the Town of Wasaga Beach. These include the Schoonertown Bridge, located on River Road West east of Mosley Street and the Main Street Bridge located on Main Street west of River Road East. The distance between the two bridges is approximately 4.5km.

The Town currently experiences traffic congestion on both Mosley Street and River Road West. Mosley Street is particularly impacted by summer weekend tourism traffic.

In March 2012, the Town retained the Ainley Group to complete a Schedule "C" Class EA to assess if an additional bridge crossing is needed (located between the two existing bridges) and, if an additional bridge crossing is deemed to be required, the Preferred Solution (location and cross-section) for such a crossing.

Various Reports and Studies have identified and recommended the need for providing pedestrian and active transportation routes within the Town. The Town has considered provisions for snowmobile traffic across the River. The feasibility of providing both active transportation and snowmobile routes was considered as part of this Schedule "C" Class EA.

2.0 Project Team

The Class EA Project Team included Town staff, Ainley staff and personnel from sub-consultants who provided specific information into the Planning process. A list of Project Team members is provided as follows:

Town of Wasaga Beach
Ainley & Associates Limited (AAL)
Class EA Documentation and
Design Alternatives

Archeoworks Inc.
Stage 1 Archaeological Study

Michael Pincivero
Mike Neumann
Reid Mitchell
Nicole Sartor
Wendy Smeh
Jessica Marr

3.0 Purpose of the Class Environmental Assessment

The purpose of the Class Environmental Assessment (Class EA) is to document the long range Planning process undertaken to identify the problem, identify and evaluate the solutions and to select the preferred solution and design through a public consultation process and to resolve any issues that arise during the Planning process. The Planning has been completed in accordance with a Schedule C Activity as outlined in the Municipal Engineers Association’s Class EA document dated October 2000, as amended in 2007 & 2011.

4.0 Project Schedule

A copy of the Project Schedule (revised to show actual dates) is included in Appendix A of this Environmental Study Report (ESR). The Schedule provides information for reference purposes as to the sequence of events through Phases 1 to 4 of the Planning process. A Table of Meetings (Table 1) is provided below, summarizing all meetings held during the Planning process.

TABLE 1 – SUMMARY OF MEETINGS

DATE dd/mm/yr	EVENT
11/04/12	Project Initiation Meeting to discuss scope of work
24/05/12	Public Works Committee meeting to confirm Study objective
03/12/12	Project Meeting # 2
22/05/13	Phase 2 Public Information Centre (PIC)
19/07/13	Project Meeting # 3
27/08/13	Project Meeting # 4
07/11/13	Public Works Committee meeting to discuss Preferred Solution
29/05/14	Phase 3 Public Information Centre (PIC)

5.0 Study Area

The limits of the Study Area are as shown on Figure 1 (overleaf). The Study Area includes potential locations for crossing the Nottawasaga River at some point between the existing Schoonertown and Main Street bridges between Mosley Street and River Road West in the east end of Wasaga Beach.

6.0 Service Area

The Service Area is considered to be the entire Town of Wasaga Beach. It is shown on Figure 2 (overleaf). Currently, traffic congestion occurs at the Schoonertown Bridge and along Mosley Street and River Road West, particularly in the summer months. It is also noted that a significant increase in residential development has contributed to the traffic congestion problem (specifically off River Road West on the South side of the Nottawasaga River).

The issue of pedestrian traffic has been raised and documented in various Town related reports. Pedestrian linkages within the residential, commercial and beach areas are necessary to residents and tourists alike. An additional bridge crossing of the Nottawasaga River would allow an opportunity to

provide a pedestrian and potentially snowmobile crossing of the bridge. Therefore, it is suggested that the entire Town will benefit from a new bridge crossing.

7.0 Background Reviews

7.1 Traffic Analysis

7.1.1 Average Traffic Conditions

Traffic Volumes on River Road West and Mosley Street were reviewed by the Ainley Group based on a Traffic Analysis completed in the Transportation Study Update Reports completed in 1999, 2006 and updated in 2012.

On average, traffic throughout the Town has grown at a rate of 1.89% per year from 2006 to 2012. The existing 2012 Average Annual Daily Traffic (AADT) on River Road West from Oxbow Park Drive to Powerline Road is 12,800 vehicles, whereas from Powerline Road to Main Street is 8,950 vehicles. Future AADT in Wasaga Beach was projected based on traffic volumes, on a weight average, that are anticipated to increase at a rate of 2.14% per year for the next 5 years and 1.92% per year beyond 5 years and up to 10 years. Existing and future AADTs for River Road West are as follows:

TABLE 2 - RIVER ROAD WEST - EXISTING AND PROJECTED AADT

Section of River Road West	AADT			Projected AADT	
	1999	2006	2012	2017 (5yr)	2022 (10yr)
From Oxbow Park Dr to Powerline Rd	9,300	11,900	12,800	13,325	13,400
From Powerline Rd to Main St	6,750	9,550	8,950	10,475	11,300

The maximum capacity of 2 lane urban roads is generally considered to be from 12,000 to 15,000 vehicles per day depending on the number of side streets and or entrances. As shown above, traffic volumes are higher on the section of River Road West from Oxbow Park Drive to Powerline Road than from Powerline Road to Main Street. Despite the fact that improvements to the section of River Road West from Oxbow Park Drive to Powerline Road are being proposed (i.e. adding a center left turn lane along with intersection improvements), the maximum capacity of that section of River Road West could be exceeded by 2017.

Traffic volumes on the section of Mosley Street were also reviewed based by the Transportation Study Update. All sections of Mosley Street are currently under maximum capacity. Assuming Mosley Street has a capacity of 12,000 vehicles per day, using AADT, it is anticipated that on average Mosley Street will be at approximately 48% capacity of AADT in 2012 and at approximately 52% capacity in 2017. Existing and future AADTs for Mosley Street are as follows:

TABLE 3 - MOSLEY/MAIN ST. EXISTING AND PROJECTED AADT

Section of Mosley/Main St.	AADT			Projected AADT	
	1999	2006	2012	2017	2022
Mosley St. - River Rd. W. to 3 rd St.	4,925	5,800	5,800	6,025	6,050
Mosley St. - 3 rd St. to Beach Dr.	4,000	5,150	6,775	7,000	7,075
Main St. - Mosley St. to River Road W.	2,660	2,900	4,675	5,725	6,450

Most of the Town's roads are 2 lane roads. Based on the maximum capacity volume of 12,000 to 15,000 vehicles per day capacity for 2 lane roads, the 2006 Transportation Study Update recommended a number of improvements (widening) based on capacity deficiencies. Since the 2006 Report, the following designs have been completed, or are in progress, for improvements to the following road sections:

- River Road West – Mosley Street to Oxbow Park Road (Schoonertown Bridge to 4 lane, Road Section 4) including the intersection of River Road West with Oxbow Park Drive
- River Road West – Oxbow Park Drive to Powerline Road (3 lane, Road Section 5)
- Powerline Road Geometric Improvements Roads designed based on AADT

7.1.2 Summer Weekend Conditions

Although summer weekend traffic conditions can increase significantly several times during the year it is not generally considered to be economically feasible to consider road improvements based on this extreme traffic condition. It is accepted practice to use weekday peak hour traffic volume for design, as most of the day to day activities occur on a weekday (i.e. to/from work/school etc.). Summer weekend traffic conditions are generally considered to be outside of the design traffic volume.

Due to the nature of a Town like Wasaga Beach, the Summer Weekend Daily Traffic (SWEDT) is significantly high. For River Road West the differences are outlined on the following Table:

TABLE 4 - RIVER ROAD WEST AADT VS. SWEDT

Section of River Road West	AADT			SWEDT			% Increase		
	1999	2006	2012	1999	2006	2012	1999	2006	2012
From Oxbow Park Dr to Powerline Rd	9,300	11,900	12,800	12,050	18,525	19,750	130	156	154
From Powerline Rd to Main St.	6,750	9,550	8,950	10,225	16,100	11,700	151	168	131

The SWEDT impacts to River Road West are not as pronounced as those recorded on Mosley Street. This is likely due to the fact that this area contains mainly residential subdivisions. The increase has historically remained fairly consistent and has shown a slight decrease in 2012.

Mosley Street is more impacted by Summer Weekend Traffic than River Road West, as shown in following table:

TABLE 5 – MOSLEY/MAIN STREET AADT VS. SWEDT

Section of Mosley Street	AADT			SWEDT			% Increase		
	1999	2006	2012	1999	2006	2012	1999	2006	2012
Mosley St. - River Rd. W. to 3 rd St.	4,925	5,800	5,800	14,550	21,575	11,250	295	372	194
Mosley St. - 3 rd St. to Beach Dr.	4,000	5,150	6,775	18,000	23,175	10,325	450	450	152
Main St. - Mosley St. to River Road W.	2,660	2,900	4,675	11,400	15,550	12,475	585	536	269

Considering SWEDT, Mosley Street has experienced a significant increase in weekend traffic. However, based on the 2012 traffic volumes, weekend traffic has declined since 2006. The average peak traffic on a long weekend is about 153 % of the AADT, this is a decline from the 2006 data 206%. Reasons for the decline may include a major fire in the beach area in 2007 that destroyed over 50% of the business/shops of the area. Although, the area had been rebuilt, some of old shops can't be replaced.

The relationship between AADT and SWEDT would not be expected to keep pace with changes in the AADT. As the AADT increases due to development and general growth the SWEDT would represent a smaller factor in relation to the AADT.

The traffic numbers alone may not warrant a vehicular crossing of the Nottawasaga River. However, there are other considerations for a Town such as Wasaga Beach, with a significant tourist population and tourism industry. It is an opportunity to alleviate traffic congestion in the spit area which may in turn relieve traffic in the rest of the Town.

A bridge crossing the Nottawasaga River would provide an alternate route between Mosley Street/River Road West and Powerline Road in the event that Mosley Street is blocked/congested (i.e. Summer Weekends). Traffic can use River Road West, or when River Road West is blocked/congested (i.e. Weekday commuting), traffic can use Mosley Street. A bridge would also be beneficial to divert traffic from Mosley Street to the south through Powerline Road and Klondike Park Road; and to alleviate traffic congestion at the intersections of Mosley Street with River Road West, and Main Street with River Road West.

7.2 Previous Studies

7.2.1 Town of Wasaga Beach, Public Works Department, 10 Year Capital Works Forecast Update, 2012 – 2021, Summary Brief (Ainley Group, November 2011, File 111122)

The 10 Year Forecast was based on previously completed studies and reports. Improvements, acquisitions and financial needs were identified with respect to roads, storm drains, sanitary and water projects over the period from 2012 to 2021. The construction of a new bridge is not listed in the 10 year forecast, however, the Environmental Assessment to determine a new bridge site is listed as current. The urbanization of River Road West, from Powerline Road to Klondike Park Road, was also listed as one of the road construction projects to be completed from 2016 to 2018. Determining the necessity for a bridge crossing the Nottawasaga River would be beneficial information for the design of the urbanization project. The construction timelines and estimated costs for these projects are summarized in the 10 Year Forecast.

This 10 Year Forecast has been updated and will continue to be updated with the Town's priorities on an ongoing basis.

7.2.2 Town of Wasaga Beach, 2006 Transportation Study Update (by Ainley Group, December, 2006 and revised April 2007, File 106097)

The purpose of the 2006 Transportation Study was to update the 1999 Study which identified roadway improvements that were required at that time and over a 5 and 10-year time horizon. The 1999 projections were compared to actual traffic counts done in 2006. Future projections were estimated for the years 2011 (5 year) and 2016 (10 year).

The need for an additional Nottawasaga River Crossing was identified in both the 1999 and 2006 Transportation Studies and is based on the premise of moving traffic to the beach areas more directly from the south as an alternative to the east /west sides of Town. The Study identifies Powerline Road as a possible location and notes that improvements to the Powers Bridge on Klondike Park Road make this a valid consideration. However, it notes that improvements should be considered to Powerline Road as it has sub-standard vertical curves where stopping sight distances are below 85m or 60km/h design speed. It also notes that in order to implement Powerline Road as an alternate route, a change in travel patterns as well as co-operation on County and Provincial levels of government would be required.

7.2.3 Town of Wasaga Beach Official Plan dated October 2010

The Town of Wasaga Beach Official Plan guides Town Council in decision making processes with respect to land use and public works construction. The Plan outlines goals, objectives and policy statements that Council and the Committee of Adjustment can use to assess development proposals, changes to land designation and to create and pass by-laws. The Official Plan also provides a process to set out and implement County and Provincial Planning policy.

The Official Plan refers to and supports the Active Transportation Plan, including developing a series of pedestrian bridges to link the areas of Town on either side of the Nottawasaga River. The Official Plan outlines general policies included in the Active Transportation Plan that should be part of design and

planning considerations. The Official Plan includes systems for implementation of the Active Transportation Plan.

7.2.4 County of Simcoe Transportation Master Plan (by Earth Tech Canada Inc., July 2008)

The Transportation Master Plan (TMP) looks at big picture transportation options relating to population projects based on the Government of Ontario's Places to Grow document. The key objective is to create a future vision for all forms of Transportation in Simcoe County, including pedestrian, cycling, transit and road components.

With existing populations and daily trips, there are a number of road segments currently operating at or near capacity. Approximately 80% of trips made in Simcoe County stay within the County. Only 1.4% of the daily trips are made by transit, which is low due to the fact that there are limited public transit services available. The TMP provides recommendations in the areas of Walking & Cycling, Transit Services, Transportation Demand Management (TDM), and Goods Movement.

One of the recommendations included is that Simcoe County Municipalities undertake an Active Transportation Plan of their Community. It also provides Road Optimization Network recommendations.

7.2.5 Active Transportation Plan for the Town of Wasaga Beach (by Meridian Planning Consultants, August 2008)

The Active Transportation Plan provides guiding documentation to improve safety in Wasaga Beach for pedestrians, hikers and cyclists and also provides guidance to improve the pedestrian and cycling travel network so that it is convenient and comprehensive. The process for creating the Transportation Plan included data collection, a review of background materials, locally guided tours, visual inspection, photographic inventory, open houses and public comment.

One key proposal of the Active Transportation Plan identifies opportunities to connect land on the North side of the Nottawasaga River to the South side by building several pedestrian bridges. The Report suggests that the lack of river crossings has proven to be problematic for pedestrians and cyclists in the Town. Those who are situated south of River Road West are required to travel longer distances in order to access necessary areas of the Town on the other side of the Nottawasaga River. This includes the beach and the shoreline road trail. The Plan indicates that this problem is worse during peak tourism times when the existing river crossings are at or over capacity causing long delays.

The proposed pedestrian bridges identified on the 'Bicycle and Pedestrian Master Plan', Map 2 of the Report extend over the Nottawasaga River and connect the north and south lands on either side of the River. Of the four proposed bridges crossing the Nottawasaga River, the Report indicates that two of the bridges identified have long been planned for the Community. The Active Transportation Plan supports this and encourages the bridges to be included in budgets and planned for in a timely manner. The Plan indicates that the 'Powerline Bridge' and the 'Nancy Island Bridge' are identified as two of the most important objectives for the success of this Plan.

7.2.6 Wasaga Beach Tourism Strategy (by The Tourism Company in association with IBI Group, November 2007)

The purpose of this strategic plan was to help the Town of Wasaga Beach determine how to best manage and provide growth within its tourism sector. It was determined that the nine most important issues facing the Town's tourism industry are; Seasonality, Lack of alternative attractions, transportation, quality of infrastructure, image, residents vs. tourism, good vs. bad development, political collaboration and sustainable development.

The Report indicates that there are 11 strategic directions that the Town should follow. With respect to traffic and transportation, the report indicates that the congestion and a lack of alternative transportation options is a major issue within the community. The report indicates that the 'longitudinal nature' of the Town creates challenges relating to accessibility with congestion occurring on two of the major roads, River Road and Mosley Street. The Strategy indicates that the separation of beach from the rest of Town also creates accessibility issues. With respect to traffic and access issues, the strategic directions recommended using directional wayfinding techniques to help alleviate congestion issues and to consider implementing alternative forms of transportation.

7.2.7 Opportunity Wasaga: Beach Areas One and Two Strategic Vision (by Baird Sampson Neuert Architects in association with TCI Management, Lehman & Associates Planning, December 2011)

The purpose of the Strategic Vision Report was to develop a long-term vision and urban design outcomes for the Municipal lands between Beach Areas One and Two and the Nottawasaga River.

This Report provides an account of the study process, conclusions and recommendations for the development vision of the Main Beach Area. It includes a summary of background information the consulting team has reviewed in preparation for the Visioning process, details on the extensive public consultation process that has been fundamental to development of the Strategic Vision, and a description of the Vision that resulted.

The main features outlined in the Strategic Vision for the 'Main End' involve developing the main Beach Area into an attractive tourism destination. Important goals of the Vision, with respect to the development of River crossings and North to South access include one goal of "Promoting an Active and Connective Public Realm of Streets and Walkways" and other goal of "Enhancing Connectivity to Regional Cycling and Walking Trails to support Active Transportation and a Healthy".

The Report identifies a strongly endorsed "desire by the Community for Pedestrian Bridges across the Nottawasaga River, at both Nancy Island and the Hydro Lines east of the Main Street Bridge", as referenced from the Town's Active Transportation Plan.

One strategic initiative outlined in the Report suggests that Wasaga Beach "Undertake /facilitate implementation of the Nottawasaga River Pedestrian Bridges as a priority. The Nancy Island and Powerline Pedestrian Bridges have been under discussion for some time and recommended in the Active Transportation Plan. They offer dual benefits of linking the Beach to natural attractions on the other side of the River, and relieving congestion by reducing the necessity of auto access to the Beach by residents, or tourists located on the south side of the River. Priority is for the Nancy Island link as it would create a connection to the Parabolic Dune Reserve, the Nordic Centre and the regional trail

network, as well as the Town's public Library, which is very close to the Beach, but currently not well connected, nor visible from it."

7.2.8 East-West Transportation Route Study, Ainley & Associates Limited, October 2008

The Ainley Group completed a Study to assess the need for an east-west transportation route and to outline possible options for such a route. The Report entitled "Town of Wasaga Beach, East-West Transportation Route Study" was provided to Town Staff for review on October 10, 2008. The findings and recommendations from that Report are applicable to this Class EA.

The Report provides a history of the issue of an east-west by-pass route around the Town including an initial assessment completed by the MTO in 1974 which resulted in the construction of the existing Schoonertown Bridge. The MTO identified the possibility of a "new Highway 26" as a potential "East-West Parkway".

The 2006 Study reiterated that an additional bridge across the Nottawasaga River would help to reduce some of the east-west congestion by providing an alternate north-south route for tourists.

The East-West Transportation Route Study included an "origin-destination study" to confirm the previous observation with respect to through traffic. The work done in 2008 was completed by Ontario Traffic Inc. (OTI) using computers set up in the Town to record actual licence plates to record travel times across Town. The OTI study found that of a total of 7,257 vehicles recorded over a 12 hours period, only 386 (5.3%) traveled non-stop across Town. The OTI assessment confirmed the 1999 conclusion that only 10% of the total traffic volume travels directly through Town.

The East-West Transportation Route Study concluded that:

1. The Town of Wasaga Beach may not warrant the high cost of construction for a new alternative east-west route at this time. However:
2. The County of Simcoe proposes improvements to existing Nottawasaga Sideroad 27/28 and Concession 12, which will provide an alternative east-west route. The Town should maintain communications with the County throughout the improvement process and consider improvements to Vigo Road to complete Alternative #3 considered in this report.
3. Additional directional signage and improvements to existing signage should be provided within Town and outside of Town limits through consultation with the MTO, the MNR, and the County of Simcoe. Existing sign deficiencies and new sign recommendations are to be completed through a separate study.
4. Widening and improvements to existing Mosley Street and River Road West should be completed in accordance with the 2008 Public Works 10-Year Capital Works Forecast.
5. Initiate a traffic volume monitoring program and conduct traffic volume counts at Town major intersections every 5 years to identify the potential future need of an alternative route within Town. It is suggested that the most effective alternative route may be Alternative #1 or an alignment similar to the East West Parkway.

Based on a review of all background reports including the recent East-West Transportation Route Study, it is suggested that the Town follow the recommendations outlined in the East-West Transportation Route Study, which include a continuation of widening and improvements to existing Mosley Street and River Road West, including a widening of the Schoonertown Bridge. Although a by-pass route is not warranted at this time (insufficient through traffic), the Town should review the need for such a route every 5 years.

7.2.9 Wasaga Beach Parks, Facilities and Recreation Master Plan (by Dunbar and Associates, David A. Clark Consulting Inc., Lifetime Consulting and John G. Lohuis and Associates, 2012)

The Parks, Facilities and Recreation Master Plan recognized that in a Town such as Wasaga Beach, the provision of parks, facilities and recreation are vital. The Master Plan involved an inventory and assessment of existing programs and infrastructure; a current literature review, trends analysis and community consultation to determine future community needs. According to the survey undertaken, the Top Priorities for residents were as follows (in order of priority):

- Trails for biking and walking
- Ice Arena
- Natural and parkland areas
- An indoor facility for conferences and festivals, etc.
- Multi-use indoor fields
- Multi-use outdoor sports fields
- Areas for neighbourhood celebrations and events
- An outdoor stage or permanent theatre

One of the nine recommendations of the Master Plan includes addressing the requirements for trails for active transportation and recreation. Part of the recommendation included exploring, in depth, options for pedestrian bridge(s) crossing the Nottawasaga River as identified in the Active Transportation Plan. The Master Plan identifies sites near Powerline Road and at Nancy Island as locations to consider.

7.2.10 Town of Wasaga Beach, River Road West from Brillinger Drive to Eastern Town Limits, Class Environmental Assessment, Environmental Study Report (by Ainley and Associates, September 2010, File 109049)

In May 2009, the Town initiated a Class Environmental Assessment (EA) planning process to identify and evaluate options to increase road capacity and enhance safety in the area of River Road West from Brillinger Drive to the easterly Town limits. The Town recognized the need to improve the roadway pavement condition and surface drainage problems in the area. In addition to addressing road capacity, safety, drainage and pavement structure deficiency issues, the Class EA planning process recognized the fact that the Town intended to incorporate recommendations outlined in the Town's Active Transportation Plan Study which identified plans to integrate active transportation components such as pedestrian, bicycle and public transit.

Five options were identified and evaluated in Phase 2 of the Schedule 'C' Class EA. The Options were presented to the public at a Public Information Center (PIC) which was held on October 29, 2009.

Subsequent to the PIC, the Town selected Option 3, Improve River Road West from Brillinger Drive to the eastern Town limits, as the Preferred Phase 2 Solution.

Design concepts were identified and assessed in Phase 3 of the Class EA Planning process. The design concepts provided various alternatives with respect to lane and sidewalk widths, number of lanes (3 or 4), pedestrian/bicycle pathways, and boulevard separation.

The design concepts were presented at two PICs held in February 2010 and June 2010. Based on comments received and on an assessment of the design concepts, the selection of the Preferred Design was made by the Town. The Preferred design is described as follows:

- Four to three lane transition on River Road West from Oxbow Park Drive to Brillinger Drive complete with 3.0m wide left turn lane, 3.25m wide curb lanes, 3.5m wide centre lanes, 1.0m paved shoulders with 0.5m concrete curb and gutter, 1.8m wide concrete sidewalks and street lights as necessary for the 4-lane section, whereas, 3.5m wide centre left turn lane, 3.5m wide curb lanes, 1.5m wide bike lanes with 0.5m concrete curb and gutter, 1.8m wide concrete sidewalks and street lights as necessary for the 3-lane section,
- Widening of the existing River Road West from Brillinger Drive to Main Street to provide for three lanes with 3.5m wide centre left turn lane, 3.5m wide curb lanes, 1.5m wide bike lanes, 1.8m wide sidewalks and street lights as necessary,
- Widening of River Road West from Zoo Park Road to the eastern Town limits with 3.5m wide centre left turn lane, 3.5m wide curb lanes, 1.5m bike lanes with 0.5m concrete curb and gutter, 1.5m boulevards, 1.8m wide concrete sidewalks and street lights as necessary, and
- Traffic signals and intersection improvements at River Road West with Powerline Road, Silver Birch Avenue (easterly intersection), Theme Park Drive and Bell's Park Road.

7.2.11 Town of Wasaga Beach, Schoonertown Bridge, Class Environmental Assessment, Environmental Study Report (by Ainley and Associates, May 2009, File 108053)

The Ainley Group completed a Schedule 'C' EA Environmental Study Report in 2009. The Class Environmental Assessment planning process began May 2008 to identify and evaluate options to reduce traffic congestion in the area of the Schoonertown Bridge in the central section of Wasaga Beach. In order to address existing and future traffic congestion, the Town proposed to widen the existing Schoonertown Bridge and River Road West from Mosley Street to Brillinger Drive.

In addition to resolving the traffic congestion, the Class EA planning process recognized that the Town intended to incorporate recommendations outlined in the Town's Active Transportation Plan Study which identified plans to integrate active transportation components such as pedestrian, bicycle and public transit.

Four general options were identified and evaluated in Phase 2 of the Class EA as follows:

Option 1 – Do Nothing

Option 2 – Widen Main St. Bridge including upgrade of Mosley St.

Option 3 – Build a new bridge in a different location (Powerline Road)

Option 4 – Widen Schoonertown Bridge including upgrade of River Road West

The Options were presented to the public at a Public Information Center (PIC) which was held on October 23, 2008. Subsequent to the PIC, the Town selected Option 4 as the Preferred Phase 2 Solution.

Design options were identified and assessed in Phase 3 of the Class EA planning process. The design options provided various alternatives with respect to lane and sidewalk widths, number of lanes (3 or 4) and pedestrian/bicycle pathways. The design options were presented at a PIC held on March 26, 2009. Based on comments received and on an assessment of the design options, the selection of the Preferred design was made by the Town.

7.2.12 Town of Wasaga Beach, 2012 Transportation Study Update (by Ainley Group, January 2013, File 112034)

The purpose of the 2012 Transportation Study was to update the 2006 Study which identified roadway improvements that were required at that time and over a 5 and 10-year time horizon. Future projections were estimated for the years 2017 (5 year) and 2022 (10 year).

The need for an additional Nottawasaga River Crossing was identified in the 1999, 2006 and 2012 Transportation Studies and is based on the premise of moving traffic to the beach areas more directly from the south as an alternative to the east west sides of Town. The Study identifies Powerline Road as a possible location and reiterates the findings of the 2006 Study (See Section 7.2.2).

7.3 Topography, Flood Line and Fill-Line Mapping

A review of topographic maps of the Study Area was undertaken in general terms. This review confirmed that topography would not be a constraint in building a bridge across the River.

With respect to flood line mapping, partial prints of Environment Canada's Sheets 17 (Powerline Road area), Sheet 19 (14th Street South and 16th Street South), and Sheet 20 (Nancy Island area) are included in Appendix B. These maps show the current flood line along the banks of the Nottawasaga River.

It is assumed that the fill line is equivalent to the flood line. In previous discussions with the NVCA, it was learned that the single most significant factor affecting flooding of the Nottawasaga River within the Wasaga Beach area, is the elevation of the water in Georgian Bay. However, it is understood that a Flood Line assessment must be undertaken in the future as part of the final design for any of the proposed bridge crossings.

7.4 Natural Environment

Environmental Reports were completed by Azimuth Environmental Consulting Inc. for projects in the area. One report was completed in August 2008 describing the natural environment in the Schoonertown bridge area and another Environmental Report was also completed for River Road West

in 2010. The following preliminary information was obtained from the reports with respect to the Nottawasaga River and the Powerline Road site.

7.4.1 Nottawasaga River

The potential bridge locations cross the Nottawasaga River within an area of the watershed known as the 'Lower Nottawasaga River'. The report indicates that "the river supports walleye, northern pike and bass and provides a migratory corridor for rainbow trout, Chinook salmon and lake sturgeon". Lake sturgeons are considered to be a 'Special Concern' provincially and are registered as 'Threatened' by the Federal government.

According to 'Conservation Corner', a newsletter published by the NVCA, April 2006, "The Nottawasaga River supports one of the largest spawning populations of Lake sturgeon in the Great Lakes basin. Lake sturgeon can access 75 kilometres of river habitat from the river mouth at Wasaga Beach extending upstream to the Nicolson dam, east of Alliston". The article notes that the fish live in near shore areas, in warm water. They spawn on gravel beds that are free from silt and sediment.

7.4.2 Powerline Road Right-of Way

There is a small wetland, approximately 1.3hectares, at the Powerline Road right-of-way location. The wetland extends from the base of the slope to the Nottawasaga River. The Nottawasaga Valley Conservation Authority indicated that a willow/alder thicket is present at the base of the slope with a mix of emergent marsh and thicket swamp extending through the central portion of the river's edge.

It was also noted that a shallow marsh with standing water was observed in the vicinity of the hydro line to the west of the Powerline Road right-of-way. The features below the slope are a functional part of the broader Nottawasaga River and floodplain system.

It was determined that a forest community resides within the study area at the Powerline Intersection (FOM2-1). The reports indicate that the 'mixed forest (FOM2-1) community at the Powerline Road intersection have been identified as habitat for a Sensitive Snake Species according to NVCA's Sensitive Snake Species Discussion Paper (Featherstone et al.,2005)'. However, as long as development is limited to the area between the Nottawasaga River and River Road West, the NVCA indicated that it would not advise the Town of loss of habitat, as the property is fragmented and separated from core habitat located on the south side of River Road West.

The other three potential bridge crossing sites are located either within existing road allowances or may require the obtainment of existing developed or uncleared vacant residential properties. As such, the natural environment implications are considered to be less significant than those identified within the Powerline Road area. Regardless of which site is selected as the Preferred Solution, a more detailed assessment of the natural environment will be required prior to final design to mitigate impacts to the environment.

7.5 Geotechnical

Over the past 38 years, the Town of Wasaga Beach has been well defined with respect to soil conditions. For the purposes of this Class EA, it is considered that the soil conditions are suitable for

road widening and reconstruction. Should a new bridge option be selected as the Preferred Solution, a more detailed and specific geotechnical assessment will be required as part of the final detail design.

Lands in the vicinity of the approaches to the bridges were assessed with respect to soil conditions as part of the Provincial sewage and water works “Programmes” of the late 1970s and early 1980s. Dominion Soil Investigation Limited was retained by Ainley & Associates Limited in the 1970s to undertake a complete geotechnical investigation of the area of the Town that was to receive wastewater collection and water supply servicing. Two investigations were undertaken by Dominion and several boreholes were drilled along River Road West and Mosley Street. Boreholes were drilled in 1970 and as part of the 1974 investigation.

A copy of an overall plan from each investigation of the area is provided in Appendix C along with copies of the seventeen applicable borehole logs.

It is considered that these borehole logs provide sufficient information for the purposes of this Class EA, to confirm that the proposed bridges can be constructed with respect to geotechnical conditions. A more detailed geotechnical assessment will be required should a bridge site be selected as the Preferred Solution and prepared for design.

The 1970 Geotechnical Investigations can be used to define soil conditions at other sites within the Study Area should a more detailed assessment of other options be required. However, it should be noted that shallow soil conditions throughout the Study Area are generally consistent. Based on a review of previously drilled boreholes, the soil conditions throughout the Study Area can be generally described as follows:

River Road West (boreholes 166, 167, 14, 16, 30, 29, 28, 27, 26, P-8 and P-7)

- Fine sand, trace of silt, compact to dense, brown and gray
- Groundwater 5 to 23 foot depth

Mosley Street (boreholes 306, 308, 310, 312, 314 and P-4)

- Loose to dense, brown/gray sand
- Groundwater 5 to 10 foot depth

7.6 Heritage/Archaeological

A Stage 1 Archaeological Report was prepared by Archeoworks Inc. in August 2012. The Stage 1 archaeological assessment identified the potential for historic Euro-Canadian and Aboriginal archaeological remnants within undisturbed areas of each potential bridge site location. The Report indicates that the archeological potential is mainly due to each of the sites close proximity to the Nottawasaga River and Georgian Bay which would allow for sustainable food resources of historical populations. Furthermore, four recognized archaeological sites are positioned within 300 metres of the bridge sites.

A field evaluation of each bridge site confirmed that there have been minor disturbances at each site which may have removed some archeological potential. However, the study area remains largely undisturbed.

The Report recommends the undertaking of a Stage 2 archaeological assessment of all undisturbed areas following the selection of the preferred bridge location and prior to the detailed design. It was also suggested that pre-construction excavation take place in the area of the proposed bridge abutments to confirm that there are no heritage features that need to be protected. A copy of the Stage 1 Assessment Report is included in Appendix D.

7.7 Noise and Vibration Assessments

Considering the close proximity of all four potential bridge sites to existing residential and commercial areas, it will be necessary to complete a Noise and Vibration assessment on the preferred location, prior to final design. The noise assessment will examine the impact of future traffic across the bridge and through the new intersections with Mosley Street and River Road West. Mitigation measures will be suggested.

A noise and vibration assessment will also be prepared to determine the impact of construction (including pile driving) on the adjacent properties. This assessment will also be completed prior to final design and will be modified based on the final design to confirm mitigation measures.

7.8 Existing Infrastructure

With respect to existing roadways, Mosley St. from 45th St. to Schoonertown Bridge has recently been urbanized and widened to address traffic problems along that portion of the Town. In addition, the section of Mosley St. from 3rd St. to Main St. has been urbanized and widened to 3 lanes. There are three lanes across the existing Main St. Bridge (2 north bound and 1 south bound). River Rd. West is a 2 lane, un-urbanized roadway from Schoonertown Bridge to Main St. River Road West and is currently (fall 2012) in the design phase to be upgraded to three lanes.

The entire Study Area is serviced with municipal water distribution and wastewater collection/treatment systems. In addition, there are Bell telephone, Wasaga Beach Hydro, Enbridge gas and Rogers cable TV services throughout the Study Area.

7.9 Provincial Regulations and Acts

The proposed works will be planned, designed and approved under the following Provincial Regulations, Acts and Guidelines:

- Ontario Environmental Assessment Act as administered by the Ministry of the Environment (MEA Class EA Planning process)
- Ontario Water Resources Act as administered by the Ministry of the Environment
- Endangered Species Act as administered by the Ministry of Natural Resources
- Fish and Wildlife Conservation Act as administered by the Ministry of Natural Resources
- Lakes and Rivers Improvement Act as administered by the Ministry of Natural Resources
- Nottawasaga Valley Conservation Authority as established by the Conservation Authority Act as administered by the Ministry of Natural Resources
- Bridges Act (Ontario)

- Highway Traffic Act (Ontario)
- O. Reg. 160/02, Standards for Bridges
- Federal Regulations and Acts

The proposed works will be planned, designed and approved under the following Federal Regulations, Acts and Guidelines:

- Fisheries Act as administered by the Department of Fisheries and Oceans Canada
- Navigable Waters Protection Act as administered by Transport Canada (Canadian Coast Guard)
- Canadian Highway Bridge Design Code (CAN/CSA – S6-06) and related Commentary

8.0 Problem Statement

In order to ease anticipated future traffic issues in the Town of Wasaga Beach, the Town is undertaking a Class Environmental Assessment Planning Process (Schedule C) to consider long range planning for the possible future construction of a new bridge crossing of the Nottawasaga River. Should it be determined that a new bridge is the best solution to ease future anticipated traffic congestion, it is anticipated that the actual construction of the bridge will not take place within a normal (ten to twenty year) planning forecast but likely within a 30 to 40 year timeframe. At this time, it is the Town's intention to have all planning completed well in advance of any actual bridge design and construction. The location of the potential crossing would be at some point between the existing Schoonertown and Main Street bridges.

The Class Environmental Assessment Planning Process will take into consideration vehicular, recreational (snowmobile) and pedestrian traffic. The Planning Process will be undertaken in accordance with Town Reports and Studies, including the Town's Official Plan, the 2006 Transportation Study Update (December 2006, rev. April 2007), the Active Transportation Plan for the Town of Wasaga Beach (August 2008), the Wasaga Beach Tourism Strategy (November 2007), Opportunity Wasaga: Beach Areas One and Two Strategic Vision (December 2011) and Wasaga Beach Parks, Facilities and Recreation Master Plan (2012). The suggestion of a vehicular crossing of the Nottawasaga River was mentioned in the 2006 Transportation Study Update. The need for pedestrian crossings was identified in the Active Transportation Plan for the Town of Wasaga Beach and Opportunity Wasaga: Beach Areas One and Two Strategic Vision. It is noted that a "Do Nothing" option will be assessed in addition to various bridge location options.

9.0 Phase 1 Consultation Process

The Notice of Study Commencement was issued on June 1st, 2012 and was advertised in the Wasaga Sun newspaper in May 2012. Copies of the Notice were sent (under cover of a letter) to various review agencies on June 1, 2012. A copy of the Notice, the covering letter and the distribution list are included in Appendix E.

An email dated June 5, 2012 was received from the Ministry of Tourism, Culture and Sport (MTCS). A copy of the letter is included in Appendix E. The MTCS indicated that its archaeological database indicates numerous known archaeological sites along the Nottawasaga River near Wasaga Beach. Because of this, and the proximity to a primary water source, the project area is considered to have high archaeological potential based on provincial archaeological criteria.

The MTCS recommended that an archaeological assessment by an archaeologist licensed under the Ontario Heritage Act be undertaken for this project including temporary roads/detours or work areas prior the selection of preferred alternative. The assessment reports must conform to the Ministry of Tourism and Culture's Standards and Guidelines for Consultant Archaeologists (2011). The licensed archaeologist will forward all completed archaeological assessment reports to the Ministry of Tourism and Culture for review by an Archaeology Review Officer. The MTCS requirements will be addressed during the completion of the Class EA process.

The Ministry of Natural Resources (MNR) responded to the Notice of Study Commencement by email on July 10th, 2012. The MNR acknowledged that it is interested in the project from a Species at Risk perspective. The MNR indicated that a proposed bridge crossing the Nottawasaga River would likely occur within regulated habitat of the Lake Sturgeon, which is a threatened species. A bridge crossing the river may require a permit under the Endangered Species Act.

10.0 Preliminary Development of Assessment Criteria and Rating System

The evaluation method used to assess Phase 2 options is not based on a numerical weighting system. Instead, a descriptive or qualitative evaluation was used to consider each Option. A list of assessment considerations (in no particular order) is provided as follows:

1. Aesthetics – view and location of new bridge
2. Economic – capital cost and financing
3. Social – disruption of traffic flow during construction and disruption to businesses
4. Fish, Aquatic Wildlife and Aquatic Vegetation – impact of fish and wildlife habitat
5. River Water Levels (hydrology) – impact to flood line
6. Heritage Resources – potential for archaeological loss as a result of construction
7. Public Safety – improvement to traffic congestion problem permanently and during construction
8. Noise and Vibration – during construction and as a result of the construction of the bridge
9. Recreation – temporary loss of navigation during in-river construction
10. Impacts on existing developed properties – as a result of a new bridge
11. Soils and Geology (erosion/sedimentation) – as a result of construction in and adjacent to the River
12. Surface Water Drainage – impacts to existing drainage patterns
13. Terrestrial Vegetation and Wildlife – in the area of the bridge approaches
14. Utilities – disruption and need for protection and/or relocation
15. Design Standards – review to ensure optimal geometric alignment of roadway is satisfied
16. Response to Problem Statement

It is suggested that the criteria be assessed under four general categories, namely;

1. General – Problem Statement
2. Natural Environment
3. Socio-Economic Environment
4. Technical and Safety Considerations

The suggested sub-categories are provided as follows:

General

- Response to Problem Statement

Natural Environment

- Fisheries
- Aquatic Wildlife and Vegetation
- Terrestrial Vegetation and Wildlife
- Floodplain and shoreline

Socio-Economic

- Air quality, noise & vibration
- Social impacts to residents and businesses
- Social impacts at social features (parks, public access)
- Archaeological and Heritage
- Capital Cost

Technical

- Construction, Design, Land Ownership
- Impacts on existing utilities
- Operational

A qualitative rating scale was used to evaluate each of the sub-categories (best, medium and worst). The evaluation of the Phase 2 Options is provided in Section 15.0.

11.0 Phase 1 Report

A DRAFT Phase 1 Report was prepared following the publication of the Notice of Study Commencement.

Phase 2 Report

12.0 Identification and Description of Solutions

12.1 General

Five Phase 2 Solutions were considered for this Class EA. They are identified as follows:

- Option 1 – Do Nothing
- Option 2 – New bridge in the vicinity of Powerline Road
- Option 3 – New bridge in the vicinity of 16th Street
- Option 4 – New bridge in the vicinity of 14th Street
- Option 5 – New bridge in the vicinity of 2nd Street

Figure 3 (overleaf) shows the general locations of the four bridge options.

12.2 Option 1 - Do Nothing

The “Do Nothing” option is to be considered for all Environmental Assessments including Class EA’s. Under this option, no vehicular or pedestrian bridges would be constructed at any location to connect land to the north and south of the Nottawasaga River. The future traffic congestion issue would remain a problem as growth within the Town occurs. The Town’s goals for connectivity of a travel network would not be realized, leaving gaps in the pedestrian, cycling and vehicular system. Considering that this option does not address the problem statement, no further assessment is required.

12.3 Option 2 – Build a New Bridge Crossing the Nottawasaga River in the Vicinity of Powerline Road to Mosley Street

The location and preliminary alignment for a bridge crossing in the Powerline Road area is shown on Figure 4 (overleaf).

Based on preliminary observations, there is a dirt road within the Powerline Road allowance (south side of River) with hydro servicing. Adjacent properties are undeveloped. Hydro lines cross the river at this location. An electrical utility box is located on the west side of the road and there is an existing ditch on the east side of the dirt road. These utilities would have to be protected and likely expanded as part of the final design. There is no road allowance on the north side of the River and most of the properties have been developed.

It is likely that in order to provide a proper intersection alignment with Powerline Road, the Town will be required to obtain additional property on the south side of the river, beyond the limits of the existing road allowance. The extent of the property acquisition will depend on the preferred alignment which will be finalized during the final design. It is also noted that the acquisition of private property on the north side of the River will be necessary in order to connect the new bridge approach to Mosley Street.

This “Powerline Road” option has been identified in several reports as a desired bridge location. This bridge could provide for both vehicular and pedestrian crossing. It is anticipated that a bridge across the Nottawasaga River would improve traffic movement to and from the north side of the River area of the Town. An extension of Powerline Road across the River to Mosley Street would aid in reducing traffic congestion by providing an alternate route to Highway 26 via Powerline Road and Klondike Park Road.

Roadway upgrades would be required on Mosley Street and on River Road West. The extent of the roadway upgrades would need to be determined should this Option be selected. Allowances for the planning of the proposed bridge to be incorporated into the existing River Road West Urbanization project and Powerline Road Geometrics Improvement project would be considered.

12.4 Option 3 - Build a New Bridge Across the Nottawasaga River in the Vicinity of River Road West Crossing to 16th Street South

The location and preliminary alignment for a bridge crossing in the 16th Street area is shown on Figure 5 (overleaf).

The 16th St. right-of-way extends from Old Mosley Street to the north side of the River. There are vacant lots on the south side of the River which could be used to accommodate an approach alignment to a bridge. It is considered that utilities and existing infrastructure will be minimal on both sides of the River at this location. However, additional property will need to be acquired on the south side and possibly on the north side of the River as well. The need for an extent of property acquisition will be dependent upon the selected alignment which will be determined during final design.

This option, shown on Figure 5, considers the construction of a bridge from a vacant lot on River Road West, west of Edgewater Road, across the Nottawasaga River to connect to the 16th Street South right-of-way. Although the 16th Street South road allowance extends to the boundary of the Nottawasaga River, new roads and local road improvements would need to be considered in order to accommodate the bridge. On the South side of the River a deep vacant property could serve as a right-of-way for a future road to the approach of the bridge. As noted above, this option will likely require land acquisition on both sides of the Nottawasaga River. Roadway upgrades would be required on Old Mosley Street and on River Road West. The extent of the roadway upgrades would need to be determined should this option be selected. Allowance for the planning of the proposed bridge to be incorporated into the existing River Road West Urbanization project should be considered.

12.5 Option 4 - Build a New Bridge Across the Nottawasaga River in the Vicinity of River Road West Crossing to Old Mosley Street at 14th Street South

The location and preliminary alignment for a bridge crossing in the 14th Street area is shown on Figure 6 (overleaf).

The 14th St. right-of-way extends all the way to the north side of the River and that section from Old Mosley St is unopened. There is a vacant lot across the River which is almost in line with the 14th St. right-of-way. It is considered that utilities and existing infrastructure will be minimal. It is anticipated

that a widening of the existing right-of-way on the north side of the River would be required (property acquisition) and that at least one lot would need to be acquired on the south side of the River.

This option would involve the construction of a bridge from property on the north side of River Road West to property on the south side of Old Mosley Street at the 14th Street South right-of-way. New roads and local road improvements would need to be considered in order to accommodate the bridge. This bridge would be approximately 2.65 kilometers from the Schoonertown Bridge and approximately 1.88 kilometers from the Main Street Bridge (approximately half way between the two existing bridges). Roadway upgrades would be required on Old Mosley Street and on River Road West. The extent of the roadway upgrades would need to be determined should this option be selected. Allowance for the planning of the proposed bridge to be incorporated into the existing River Road West Urbanization project should be considered.

12.6 Option 5 - Build a New Bridge Crossing the Nottawasaga River in the Vicinity of Nancy Island

The location for a bridge crossing in the vicinity of Nancy Island is shown on Figure 7 (overleaf). The 2nd St. ROW extends to the River on the north side and there is an unopened road allowance on the south side of the River as well. It is considered that utilities and existing infrastructure impacts will be minimal. In order to provide for proper intersections at Mosley Street and at River Road West, additional property may need to be acquired on both sides of the River.

This option would involve the construction of a bridge from Second Street South to the unopened Road Allowance for Access Road and River Avenue Crescent. The crossing would be completed either by using the existing Nancy Island for bridge pier support, or bypassing Nancy Island with a pier located in the River. New roads and local road improvements would need to be considered in order to accommodate the bridge.

This bridge location is approximately 340 meters from the Main Street bridge which is considered to be too close and therefore undesirable with respect to improving traffic flow.

13.0 Review Agencies

As part of the Phase 1 process, a list of Review Agencies was prepared. The list was revised as needed during the Planning process. A copy of the initial List including response letters is included in Appendix E. Responses were received from Review Agencies as described hereinafter.

13.1 Ministry of Natural Resources

The Ministry of Natural Resources (MNR) responded to the Notice of Study Commencement by email on July 10th, 2012. The MNR acknowledged that it is interested in the project from a Species at Risk perspective. The MNR indicated that a proposed bridge crossing the Nottawasaga River would likely occur within regulated habitat of the Lake Sturgeon, which is a threatened species. A bridge crossing the river may require a permit under the Endangered Species Act.

13.2 Ministry of Culture, Tourism and Sport

In its email dated June 5th, 2012, the Ministry of Culture, Tourism and Sport (MTCS) responded to the Notice of Study Commencement. The MTCS revealed that its archaeological database indicated that there are numerous archaeological sites along the Nottawasaga River near Wasaga Beach and that the project area is considered to have high archaeological potential.

The MTCS recommended that an archaeological assessment be undertaken by an archaeologist licenced under the Ontario Heritage Act prior to the selection of the preferred alternative. The subsequent assessment report must conform to the MTCS's, '*Standards and Guidelines for Consultant Archaeologists*'. The MTCS attached its '*Criteria for Evaluating Archaeologic Potential*' and requested that the Archaeological Assessment report be forwarded to the Ministry of Tourism and Culture for review by an Archaeology Review Officer.

An Archaeological Assessment was undertaken and it was recommended that a Stage 2 assessment be undertaken for the selected site prior to final design. It was also suggested that pre-construction excavation take place in the area of the proposed bridge abutments to confirm that there are no heritage features that need to be protected. The assessment report was sent to the MTCS in March 2013.

13.3 Ministry of the Environment

The MOE, in its email letter dated June 7th, 2012, identified requirements that would need to be met during the completion of the ESR. The requirements are summarized and addressed under the same topic headings outlined in the MOE letter. MOE comments have been provided in italics.

Ecosystem Protection and Restoration

MOE Comment:

Any impacts to ecosystem form and function must be avoided where possible. The ESR should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.

Response:

A detailed natural heritage assessment will take place during the design phase outlining the form and function of ecosystems at the study site. Based on the recommendations of the assessment, adverse impacts to the natural environment will be minimized as much as possible. Compensation will be made for loss of natural heritage features. Further details regarding mitigation measures can be found in Section 14.

MOE Comment

All natural heritage features should be identified and described in detail to assess potential impacts and develop appropriate mitigation measures.

Response:

Natural heritage features have been identified in Section 7 and 14. Mitigation measures have also been identified for potential impacts to these features. A detailed Natural Heritage Assessment for the subject site will be completed during the future design phase of the project.

There are no identified ANSIs associated with the proposed works. There is a woodlot, wetland and marsh on-site which will be assessed in further detail during the design phase. There will be work required within the Nottawasaga River (pier and abutments) which will be subject to approval from the DFO and the NVCA as part of the final design process.

MOE Comment:

The MOE also recommends consulting with the MNR, DFO and local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect sensitive features.

Response:

The MNR, DFO and local conservation authority have been notified and have provided comments as a part of the environmental assessment process.

It is anticipated that there will be some loss of fish habitat as a result of the construction of the new bridge. The NVCA will be contacted prior to final design to determine and confirm mitigation measures and to establish payment for loss of habitat within the River.

MOE Comment:

County of Simcoe and Town of Wasaga Beach Official Plan policies related to ecosystem protection within the study area should be referenced to ensure that environmental protection policies are satisfied. The ESR should also discuss the levels of growth proposed for the area, how this proposal addresses those levels of growth and how any proposed road improvements will affect local traffic flows.

Response:

The ESR was prepared in accordance with Official Plan Policies (Clause 4.5 of the Simcoe County OP and Section 12 of the Wasaga Beach OP) and discusses the future level of growth with respect to traffic volumes. The proposed new bridge is being planned to accommodate growth and to alleviate future traffic congestion projections. It is stressed that the Class EA is being undertaken to provide ground work for a long term traffic plan and is not in support of an immediate construction project. As such, mitigation measures will need to be carefully assessed to address future conditions.

Provincial Policy and Plans

MOE Comment:

The 2005 Provincial Policy Statement contains policies that protect Ontario's Natural Heritage. Applicable policies should be referenced in the ESR, and should demonstrate how this proposed project is consistent with these policies.

The Places to Grow Plan contains policies which guide decisions on a range of issues. The ESR should demonstrate how this project adheres to the relevant policies of the Places to Grow Plan, including Section 3, which contain policies for Infrastructure to Support Growth.

Response:

The Town of Wasaga Beach completed its Transportation Master Plan, reviewed in Section 7, which looks at big picture transportation options relating to population projects based on the

Government of Ontario's Places to Grow document. The Provincial Policy Statement, the Places to Grow Plan and its findings were a part of the decision making process to consider the new bridge.

Surface Water and Groundwater

MOE Comment:

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 operations activities are mitigated as part of the proposed undertaking. The MOE's 'Guideline B-6, Evaluating Construction Activities Impacting on Water Resources' should be used to plan and construct this project.

Response:

MOE Guideline B-6 (January 1995) was reviewed with respect to proposed work within and near the Nottawasaga River. Sediment and Erosion Control Measures will be designed to prevent deposition during and after construction. As part of the design, shoreline protection measures will be evaluated and upgraded as necessary. Any dredged material (from the construction of piers and abutments) will be hauled off site and disposed of in approved locations.

MOE Comment:

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 MOE's Stormwater Management Planning and Design Manual (2003) should be referenced in the ESR and utilized when designing stormwater control methods. The MOE recommends that a Stormwater Management Plan should be prepared as part of the Class EA process. The letter outlines what is to be included.

Response:

It is recognized that the construction of a new bridge will result in a minor increase to the overall pavement surface area in Town. The final design will assess the need for stormwater collection and treatment facilities in accordance with the MOE's Design Manual.

MOE Comment:

The status of, and potential impacts to, any well water supplies should be addressed. Appropriate information to define existing groundwater conditions should be included in the ESR.

Response:

It is noted that there are no private wells in the area. Groundwater will not be impacted as a result of construction.

MOE Comment:

The MOE recommends preparing a Contingency Plan for dealing with potential adverse effects on surface water and groundwater, and including a description of this plan in the ESR.

Response:

A Surface Water, Ground Water and Spills Contingency Plan will be prepared as part of the final design.

MOE Comment:

Any potential approval requirements for groundwater taking or discharge should be identified in the ESR. (Permit to Take Water)

Response:

Dewatering will be required within coffer dams in the River in order to install piles for piers and abutments. The water will be filtered prior to being discharged back into the River. Although an Application for a Permit To Take Water will have to be made either as part of the final design or prior to construction, the groundwater will not be affected in any way. The dewatering is expected to remove river water from cofferdams only.

Dust and Noise

MOE Comment:

Dust and noise control measures should be addressed and included in the construction plans to ensure no adverse effects. The MOE recommends the use of non-chloride based compounds to protect water quality.

Response:

Noise mitigation measures during construction will include restrictions on times of construction and monitoring during installation of piles. Considering the fact that any new bridge crossing of the Nottawasaga River will not be constructed within the immediate future, a Noise Assessment at this time is not warranted. A detailed Noise and Vibration Assessment will be undertaken prior to final design.

Construction mitigation measures for noise, vibration and dust will be included in the final design. Dust production during construction will be mitigated by control measures outlined in the contract documents.

Servicing and Facilities

MOE Comment:

Reference to the MOE's "D-Series" guidelines – Land Use Compatibility, is recommended to ensure that all applicable Ministry procedures are followed.

Response:

The D-Series guidelines were reviewed with respect to land use compatibility. Mitigation measures for adverse effects caused by the construction of the bridge are considered within this document.

Waste Materials and Spills

MOE Comment:

All waste generated during construction must be disposed of in accordance with the MOE's requirements. Contaminated waste should be disposed of consistent with Part XV.1 of the EPA and any other requirement.

Response:

It is anticipated that there may be some removal of soils as a result of the installation of the coffer dams in the River. A detailed geotechnical investigation will be undertaken as part of the final design and will include an assessment of the need to address contaminated soils.

Any dredged material (from the construction of piers and abutments) will be hauled off site and disposed of in approved locations.

MOE Comment:

The ESR should identify any underground transmission lines in the study area. Underground tanks should be identified by the ESR.

Response:

Based on knowledge of the area, the presence of underground storage tanks within the proposed site of the works (Road Allowance) is not anticipated. There are no existing waste disposal sites within the proposed work area. Existing underground utilities will be identified as part of the final design.

Mitigation and Monitoring

MOE Comment:

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.

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 construction. The construction and post-construction monitoring plans should be documented in the ESR.

Response:

The MOE's requirements for mitigation and monitoring will be addressed as part of the final design. Environmental impacts and mitigation measures have been identified in Section 14 hereinafter.

Construction monitoring will include the following;

- pre-construction condition assessment of adjacent structures and properties
- noise monitoring during construction and in particular during pile driving
- monitoring of sediment and siltation mitigation measures
- updating spills containment measures and facilities
- dust control measures
- presence of contaminated soils.

A construction and post-construction assessment of surface water collection and treatment facilities will be undertaken.

Class EA Process

MOE Comment:

The ESR should provide clear and complete documentation of the planning process in order to allow traceability to decision-making.

Response:

The Class EA Planning process for the Nottawasaga bridge crossing meets the requirements of the MEA Class EA Document and the ESR provides documentation of the process. Agencies and the public have been provided with opportunities to comment on the decision making process. A list of the subsequent permits and other approvals is presented in Section 28.

Aboriginal Consultation

MOE Comment:

Contact Ministry of Aboriginal Affairs and the Department of Indian and Northern Affairs to determine potentially affected communities in the project area.

Response:

The Ministry of Aboriginal Affairs and the Department of Indian and Northern Affairs have been contacted at all significant stages in the planning process. Relevant First Nations groups have also been contacted.

13.4 Nottawasaga Valley Conservation Authority

In an email dated November 20, 2012, the Nottawasaga Conservation Authority (NVCA) made the following comments related to the Nottawasaga River and the Powerline Road site:

- The Nottawasaga River contains fish habitat, including Lake Sturgeon, a provincially rare species. NVCA has a Level 2 agreement with the Department of Fisheries and Oceans, and could provide review comments on this basis. NVCA staff, in consultation with DFO staff, is responsible for co-coordinating the review of proposed works that may potentially result in the harmful alteration, disruption or destruction (HADD) of a fish habitat. The harmful alteration, disruption or destruction of fish habitat is prohibited unless authorized by DFO pursuant to Section 35(2) of the Fisheries Act. In keeping with DFO's "Policy for the Management of Fish Habitat", no authorizations are issued unless acceptable measures for habitat loss are developed and implemented by the proponent.
- There is a small wetland (approx. 1.3 ha) extending from the base of the slope to the river. Willow/alder thicket is present at the base of the slope with a mix of emergent marsh and thicket swamp extending through the central portion to the river's edge. A shallow marsh with standing water was observed in the vicinity of the hydro line to the west of the Powerline ROW during a site visit for a permit associated with an outlet proposed for this area, by the Town. The features below the slope are functional part of the broader river/floodplain system.
- Impacts to the wetland should be minimized to the extent possible. Discharge of runoff and disturbance in the shallow marsh west of the Powerline ROW should be avoided to minimize impacts to amphibian breeding and potential fish spawning habitat.

- NVCA would review development applications to ensure there is no increased flooding or erosion upstream or downstream of the project.
- Sediment and erosion controls should be in place as part of a development application.
- If piers are utilized for construction, NVCA staff would have concerns related to hazards associated with ice jamming.
- NVCA would request a best efforts approach on water quality control, particularly because of the Lake Sturgeon.
- If the development stays between River Road and Mosley street, NVCA would not advise the Town of loss of habitat related to eastern hog nosed snake or deer habitat, but would strongly encourage those working on the project be educated about these species and how to minimize impact to them. NVCA acknowledges that while we can advise the Town on these matters it falls under the mandate of the MNR to address regulatory requirements related to Species at Risk.
- Minimize impact on the riverine wetland to extent possible with consideration of wetland enhancement elsewhere as part of mitigation. This crossing will not affect the deer yard (it's to the south in the Park) and, if Conservation Authority advice is requested, it is not believed that this provides any of the elements of critical habitat for EHNS – the crossing location offers small fragmented features which area separated from core habitat by busy roads.
- Other issues may arise during the course of review of an application.

13.5 First Nations Consultation

Notices were sent to First Nations contacts (see Appendices E, F and I).

13.6 DFO and Coast Guard

It is anticipated that the Canadian Coast Guard will have comments on any of the four bridge Options and that an application will have to be made to the DFO as part of the final design.

14.0 Identification of Impacts and Mitigative Measures

14.1 Construction Impacts

The MEA Class EA Document, Appendix 2, provides a list of “Potential Adverse Environmental Effects”. Under this Act, the environment refers to the natural, social, economic and cultural components that make up an area. Avoidance and/or mitigation of these effects on the local environment is a key component of the Class EA process. The list has been used to determine the potential impacts due to construction with respect to work within the Nottawasaga River and on the roadway approaches to the crossing. The headings of the following clauses are taken from that Appendix. The potential impacts that may result from the project, both during and after construction, are noted below including the associated mitigation measures.

14.1.1 Surface Drainage System

Sediment and Erosion Control Measures will be designed to prevent deposition during and after construction. Sediment traps will need to be constructed and maintained in all adjacent ditches for the duration of construction and until grass has been re-established in the reinstated ditches.

As part of the design, shoreline protection measures will be evaluated and upgraded as necessary. Erosion of the existing river banks could occur as a result of the construction of new bridge abutments. This work will likely need to be done within a cofferdam and therefore, erosion control measures will need to be in place. Any dredged material (from the construction of piers and abutments) will be hauled off site and disposed of in approved locations.

Fuel spills could occur and therefore spill control measures will need to be undertaken during construction.

14.1.2 Groundwater

Dewatering of cofferdams will be necessary in order to construct bridge abutments and pier foundations. Water will be filtered to prevent sediments from entering the Nottawasaga River. Although an Application for a Permit To Take Water will have to be made either as part of the final design or prior to construction, the groundwater will not be affected in any way. The dewatering is expected to remove river water from cofferdams only.

It is noted that there are no private wells in the area. Groundwater will not be impacted as a result of construction.

14.1.3 Fish, Aquatic Wildlife and Vegetation

The Nottawasaga River contains fish habitat, including Lake Sturgeon, a provincially rare species. As a result of the construction of new abutments and pier foundations, there may be some minor (localized) loss of aquatic habitat. Compensation can be made to the DFO/ NVCA by developing and implementing acceptable measures to protect or replace fish habitat as required. Construction within the river and riparian section of the shoreline will be restricted to non-critical times to avoid fish migration and spawning.

There is a small wetland (approx. 1.3 ha) extending from the base of the slope to the river. A willow/alder thicket is present at the base of the slope with a mix of emergent marsh and thicket swamp extending through the central portion to the river's edge.

A shallow marsh with standing water was observed in the vicinity of the hydro line to the west of the Powerline ROW during a site visit for a permit associated with an outlet proposed for this area, by the Town. The features below the slope are functional part of the broader river/floodplain system.

A detailed assessment of the site, including the river, woodlot, wetland and marsh, will be undertaken during detailed design. Detailed mitigation measures will be outlined and incorporated into the contract documents. Where protection measures cannot be applied, compensation for any losses will be made.

14.1.4 Terrestrial Vegetation and Wildlife

A natural heritage assessment will take place during the design phase outlining consideration for any loss of habitat at the site of the bridge. It is considered that there will be loss of terrestrial vegetation as a result of the construction of a new bridge. Based on the recommendations of the assessment, adverse impacts to the natural environment will be minimized as much as possible. Compensation will be made for loss of natural heritage features.

Existing vegetation should be protected and preserved. Whenever possible, the design should try to minimize removal of vegetation. If wildlife is observed on-site during construction, it should be left undisturbed and allowed to leave the site. Constructors should be educated about wildlife in the area, including deer and sensitive snake species. This information should be included in the construction documents.

A tree survey will be performed as part of the natural heritage assessment. Should any trees be lost as a result of new roadway construction, compensation for the loss will be made by planting trees along the edges of the ROW in accordance with Town Policy. A barrier for tree protection should be used on trees that do not need to be removed to protect them from potential construction damage.

The disturbed ditches will be reinstated with either sod or seed and mulch. All exposed surfaces susceptible to erosion must be re-vegetated through the application of seed and mulch or sod immediately upon completion of construction activities.

14.1.5 Heritage Resources

The Stage 1 archaeological assessment identified the potential for historic Euro-Canadian and Aboriginal archaeological remnants within undisturbed areas of each potential bridge site location. The Report indicates that the archeological potential is mainly due to each of the sites close proximity to the Nottawasaga River and Georgian Bay which would allow for sustainable food resources of historical populations. Furthermore, four recognized archaeological sites are positioned within 300 metres of the bridge sites.

The Report recommends the undertaking of a Stage 2 archaeological assessment of all undisturbed areas following the selection of the preferred bridge location and the completion of detailed design. It was also suggested that pre-construction excavation take place in the area of the proposed bridge abutments to confirm that there are no heritage features that need to be protected.

14.1.6 Agricultural

There are no agricultural resources that will be impacted.

14.1.7 Residential, Institutional, Commercial and Industrial

The construction of any new bridge will impact traffic flow for the duration of the work on Mosley Street and River Road West. The construction will impact existing residential and commercial properties. There are no institutional or industrial endeavours in the study area.

It is likely that the in-water work will have to be undertaken during the summer or winter months to avoid fish spawning and migration in the spring and fall. Summer tourist and local traffic flow will be

impacted during work on adjacent roads. The project may need to be staged so that the bridge work is completed to avoid peak fish migration and spawning activities. Tourism related traffic is highest at this time. Road related construction may be staged so that it occurs in the spring and fall when traffic is not as heavy.

Developed and woodlot properties will need to be acquired to implement the preferred design. The properties identified by the final approved design would be reimbursed by the Town at a fair market value. Any other properties disturbed by construction would be reinstated to their preconstruction condition.

14.1.8 Outdoor Recreation

During the construction at any of the sites, there may be some disruption of recreational navigation. This could be mitigated by staging construction to one side of the River at a time. A minimum navigable opening with advisory construction signing for marine traffic will be provided at all times.

14.1.9 Soils Geology

A detailed geotechnical assessment is required of the site during the design phase. The results of the assessment will be included in the design report and construction documents.

The effects of soil erosion will be mitigated by providing sedimentation control measures. These measures will be provided in the construction documents. The final slopes will be reinstated with grass to prevent erosion. Appropriate erosions and sediment control measures such as heavy duty silt fence, rock flow checks and straw bale flow checks, will be used on-site to prevent sediment from leaving the construction area. Erosion and sediment control measures will be installed and monitored to ensure its effectiveness is maintained until vegetative cover can be established.

14.1.10 Topography/Landforms

There are no significant landscape features at any of the sites with the exception of Nancy Island. It is suggested that no construction activities take place on or immediately adjacent to Nancy Island.

14.1.11 Climatic Features

In order to reduce loss of existing windscreen, the removal of vegetation should be minimized with protection measures that should be defined prior to construction.

14.1.12 Public Health

A potential reduction in air quality due to dust or emissions from construction equipment is to be considered. Dust control measures shall be undertaken to control traffic/construction dust. Measures to be included in the construction documents include; using water or non-chloride based compounds for dust control.

The location of material storage piles should be pre-approved away from the river and roadway.

Exhaust emissions from construction equipment will be restricted to normal working hours.

Precautions will be taken during refuelling of construction equipment in order to prevent contamination of surface and groundwater.

14.1.13 Construction Noise and Vibration

J. E. Coulter Associates Limited completed a noise and vibration assessment for the Schoonertown bridge widening. With respect to the impacts of construction noise, Coulter noted:

Wave speeds in the sandy soils are approximately 163 m/s and as such, vibration from pile driving operations is not anticipated to be any more severe than found at the same distance in more typical clay tills in southern Ontario.

A pre-construction inspection of adjacent buildings is advisable

- Limit hours of construction to between 0700 to 1900, and
- No unusual measures beyond those normally used in pile driving are required
- All construction activities should adhere to the noise guidelines in the MOE's Model Municipal Noise Control bylaw (Table 3-1)
- No construction activity all day Sundays and on statutory holidays
- Construction equipment should meet the noise guidelines found in the MOE's publication NPC-115 (Tables 115-1, 115-2, 115-3 and 115-4)

Although these recommendations are considered to be valid throughout the study area it is recognized that noise issues will be more significant at a new bridge crossing. A site specific Noise and Vibration Assessment will be undertaken (final design stage) for the selected bridge site should that option be preferred.

A noise and vibration assessment will also be prepared to determine the impact of construction (including pile driving) on the adjacent properties. This assessment will also be completed prior to final design and will be modified based on the final design to confirm mitigation measures.

Significant vibration impacts are not expected during construction; however, a detailed assessment will be outlined in the site specific assessment.

14.2 Future Impacts

The MEA Class EA Document, Appendix 2, was also reviewed with respect to permanent impacts. The headings of the following clauses are taken from that Appendix.

14.2.1 Surface Drainage Systems

The reinstatement of surface drainage in the area of any of the bridges will require fill. However, there will be minimal impact to the floodplain of the River.

It is recognized that the construction of a new bridge will result in an increased pavement surface area which will increase stormwater runoff to the River. The final design will include stormwater collection and treatment facilities in accordance with the MOE's Design Manual.

14.2.2 Groundwater

No permanent impacts to the groundwater are anticipated as a result of construction.

14.2.3 Fish, Aquatic Wildlife and Vegetation

Compensation will be made for any fish and aquatic habitat and spawning area that is lost as a result of construction.

14.2.4 Terrestrial Vegetation and Wildlife

A natural heritage assessment will take place during the design phase outlining consideration for any loss of habitat at the site of the bridge. It is considered that there will be loss of terrestrial vegetation as a result of the construction of a new bridge. Compensation will be made for loss of natural heritage features.

14.2.5 Heritage Resources

A Stage II Archaeological Study is required at the selected site.

14.2.6 Agriculture

No permanent impacts to agricultural endeavours will result for any of the Options.

14.2.7 Residential, Institutional, Commercial and Industrial

Traffic flow will be improved as a result of construction of a new bridge. Active transportation connectivity will also be improved.

The visual impact of the bridge on neighboring properties, as well as privacy for these properties has been considered. Mitigation measures will be developed in final design with some consultation from neighboring land/home owners.

14.2.8 Outdoor Recreation

No permanent impact to outdoor recreation will result for any of the Options. The multi-use bridge provides connectivity for pedestrians, cyclists and snowmobiles and access to the beach area.

14.2.9 Soils Geology

No permanent impact to soils will result for any of the Options.

14.2.10 Topography/Landforms

Hydraulic modelling will be completed during the design phase to determine the impact that the bridge would have on water levels and floodline mapping in the Nottawasaga River.

14.2.11 Climatic Features

Snow drifting may occur as a result of the loss of vegetation. New trees will be planted to mitigate climatic impacts.

14.2.12 Public Health

No permanent impact to public health will result for any of the Options.

14.2.13 Operational Noise

The impact of increased traffic noise in the area of any new bridge will be assessed prior to final design.

15.0 Evaluation of Alternatives

15.1 General

The evaluation of bridge location Options 1 to 5 is based on several considerations as follows:

- Does the Option address the identified problem? (future traffic congestion between the “Spit” area of the Town along Mosley Street and River Road West)
- Does it respond to public comment?
- How does it compare to other Options?

15.2 Evaluation Criteria and Weighting

The evaluation criteria and weighting of the criteria were provided in Section 10. No change is recommended for the Phase 2 assessment.

15.3 Assessment of Alternatives

The assessment of alternatives was undertaken in November, 2012. A copy of Figure 8, Phase 2 Evaluation Matrix is provided overleaf. The rationale for the evaluations is presented within the Matrix. Option # 1 (Do Nothing) is considered to be fatally flawed in that it does not address the identified problem. With no future additional bridge crossing of the Nottawasaga River, the traffic congestion issue will worsen. Therefore, no further consideration will be given to Option # 1.

All four of the identified bridge Options (# 2, 3, 4 and 5) would address the identified problem of increased future traffic. Based on this evaluation process, it is considered that Option 2 (New Bridge - Powerline Road Area) would provide the best location since it is directly opposite the Powerline Road intersection. This would allow the traffic that is generated during a summertime weekend event to exit the “Spit” area in a more efficient manner.

Public comments were reviewed as part of the evaluation process and comments are addressed hereinafter.

16.0 Phase 2 – Selection of Recommended Solution

Based on the evaluation of the four bridge Options, it was recommended that the Town select Option #2, New Bridge – Powerline Road Area, as the Recommended Phase 2 Solution.

17.0 Phase 2 Public Information Centre No. 1

A Public Information Centre (PIC) was held in Phase 2 to present the bridge location options to the public and to identify the Recommended Solution. A notice of Public Information Centre was published in the local newspaper on May 9 and May 16 and the PIC was held on May 22, 2013. A copy of the Notice is included in Appendix F. Letters were sent to the list of review agencies and a copy of the letter and the communication list is included in Appendix F. Copies of the PIC presentation Plates are also included in Appendix F.

A memo summary of the Phase 2 PIC was prepared and a copy is included in Appendix F. The Communications Plan was updated to include several members of the public who wanted to be kept informed.

18.0 Selection of Phase 2 Preferred Solution

Phase 2 of the Environmental Assessment identified four bridge locations that would address the identified problem of increased future traffic. These Options were evaluated based on a detailed list of criteria and the assessment was presented at PIC No. 1 (May 22, 2013).

Based on the evaluation process, it was determined that a new Bridge in the Powerline Road area would provide the best location since it is directly opposite the Powerline Road intersection and provides north-south cross-Town connectivity. This would allow the traffic that is generated during a summertime weekend event to exit the “Spit “(Beach Area 1) in a more efficient manner.

19.0 Phase 2 Report

The DRAFT Phase 2 Report was prepared and submitted to the Town on July 2, 2013.

Phase 3 Report

20.0 Identification and Description of Cross-Section Options

Alternative bridge cross-section options were identified and presented to the Town staff at the meetings held on July 19, 2013 and on August 27, 2013 (see copy of minutes in Appendix G). The options are described as follows:

TABLE 6 - CROSS-SECTION OPTIONS (See Drawings Overleaf)

OPTION #	DESCRIPTION
1	2, 3.5m wide lanes of traffic with 1.8m wide sidewalk and 1.5 m wide bike lane on each side to be considered in 30 years.
2	2, 4.75m wide lanes of traffic with one, 3.0m wide sidewalk on one side to be considered in 30 years.
3	2, 4.75m wide lanes of traffic with one, 1.8m wide sidewalk on one side and one, 3.0 m multi-use lane on the other side to be considered in 30 years.
4	2, 4.75 m wide side lanes of traffic on a vehicular bridge to be considered in 30 years, and 3.0m wide Multi-use Bridge for pedestrians, bikes and snowmobiles in as early as 10 years and/or as warranted and approved by Council for active transportation connectivity.

21.0 Identification and Description of Alignment Options

Alternative bridge alignment options were identified and presented to the Town staff at meetings held on July 19, 2013 and on August 27, 2013 (see copy of minutes in Appendix G). The options are described as follows:

TABLE 7 - ALIGNMENT OPTIONS (See Drawings Overleaf)

OPTION #	DESCRIPTION
A	Realign Powerline Road; shift the Powerline Road/River Road West intersection to the east and cross the River to an existing hydro easement on the north side of the River, approximately 61m west of 18 th Street. This alignment is based on Cross-section Option 3 (Drawing 112026 Option A).
B	Maintain existing Powerline Road/River Road West intersection location and cross the River to an existing vacant lot on the north side of the River, approximately 113m west of 18 th Street. This alignment is based on Cross-section Option 3 (Drawing 112026 Option B).
C	Realign Powerline Road; shift the Powerline Road/River Road West intersection to the east and cross the River with a curving bridge to match into 18 th Street. This alignment

OPTION #	DESCRIPTION
D	is based on Cross-section Option 3 (Drawing 112026 Option C). Realign Powerline Road alignment and modify the Powerline Road/River Road West intersection such that a bridge can be built in a straight alignment (angled to the River) directly to 18 th Street. (a Roundabout may be required at River Road West). This alignment is based on Cross-section Option 4. (Drawing 112026 Option D)
E	Realign Powerline Road alignment and modify the Powerline Road/River Road West intersection such that a bridge can be built in a straight alignment (angled to the River) directly to 18 th Street. (a Roundabout may be required at River Road West). This alignment is based on Cross-section Option 4. (Drawing 112026 Option E)
F	Realign Powerline Road alignment and modify the Powerline Road/River Road West intersection such that a bridge can be built in a straight alignment (angled to the River) directly to 18 th Street. (a Roundabout may be required at River Road West). This alignment is based on Cross-section Option 4. (Drawing 112026 Option F)

22.0 Impacts and Mitigation Measures

The impacts of all of the Phase 3, 4-lane design options were identified and addressed as part of the Phase 2 assessment (see Section 14).

Mitigation measures were also identified under Section 14.

23.0 Evaluation of Cross-section Options

Bridge cross-section options were assessed in order to determine the most suitable type of bridge to accommodate the river crossing in the vicinity of Powerline Road. It was determined through the EA process that any future bridge should accommodate vehicular and pedestrian traffic, as well as recreational traffic such as bicycles and snowmobiles. Each cross-section option was assessed based on its response to the problem statement, footprint, public safety, operational considerations and cost as outlined in Table 8 below. Based on the evaluation of the bridge cross-section options, it was determined that Option 4 provided the most benefits.

TABLE 8 – EVALUATION OF BRIDGE CROSS-SECTION OPTIONS

CRITERIA	OPTION 1	OPTION 2	OPTION 3	OPTION 4
Response to Problem Statement	Does not respond to Problem statement – does not provide safe access for snowmobiles (multi-use). Evaluation - Worst	Does not respond to Problem statement – does not provide access for snowmobiles (multi-use). Evaluation - Worst	Responds to Problem Statement. Evaluation - Best	Responds to Problem Statement and allows for pedestrian, cyclist and snowmobile use at an earlier stage. Evaluation - Best
Footprint	Medium size footprint related to bridge foundations – abutments on shore and possibly piers in the	Smallest size footprint	Largest size footprint	Medium size footprint but over two bridges

TABLE 8 – EVALUATION OF BRIDGE CROSS-SECTION OPTIONS

CRITERIA	OPTION 1	OPTION 2	OPTION 3	OPTION 4
	River. Evaluation - Medium	Evaluation - Best	Evaluation - Worst	Evaluation – Medium
Public Safety	Safe for pedestrians and cyclists but no allowance for snowmobiles. Could provide signage allowing pedestrians on one sidewalk and cyclists on the other. Narrower traffic lanes than other Options. Evaluation - Medium	Not as safe as Option 1 – one sidewalk only. Does not allow for snowmobiles of bikes. Evaluation - Worst	Safest Option – pedestrians on one side and cyclists and snowmobiles on the other. Evaluation - Best	Not as safe as Option 3 – pedestrians must share separate bridge with cyclists and snowmobiles. Evaluation – Medium
Operational Considerations	Snow removal is normal on traffic lanes and sidewalks – no barriers. Overall, normal bridge maintenance. Evaluation - Medium	Snow removal is normal on traffic lanes and sidewalk – no barrier. Overall, normal bridge maintenance. Evaluation - Medium	Snow removal is normal on traffic lanes and sidewalk – no barrier. However, multi-use lane does not need to be cleared for snowmobiles. It is assumed that the snowmobile club will groom snow in multi-use lane. Evaluation - Best	Easiest snow removal on traffic bridge – no sidewalks. It is assumed that the snowmobile club will groom snow on multi-use bridge. Additional barriers to maintain. Evaluation – Medium
Cost per Linear Meter **	\$34,000 to \$39,000 * Evaluation - Best	\$41,500 to \$47,500* Evaluation - Worst	\$40,000 to \$46,000 * Evaluation - Medium	\$46,000 *** Evaluation - Medium
Overall Evaluation	Does not respond to Problem Statement and therefore no further evaluation is warranted. Evaluation - Worst	Does not respond to Problem Statement and therefore no further evaluation is warranted. Evaluation - Worst	Responds to Problem Statement. Capital cost is the highest of all Option. Does not allow Town to provide multi-use bridge at an earlier date. Evaluation - Medium	Responds to Problem Statement. Capital cost is in the mid-range of all Options. Allows the Town to provide multi-use bridge at an earlier date while deferring the vehicular bridge. Evaluation - Best

* Depending on alignment

** 2013 Dollars

*** Based on alignment 'D'

24.0 Evaluation of Alignment Options

The Powerline Road bridge alignment options were assessed based on the general category criteria described in Section 10 using a rating of best, medium or worst. The criteria are:

- impact on natural environment,
- impact to property and residents,
- traffic flow assessment,
- constructability,
- structural maintenance
- cost

Figure 9, the Phase 3 Evaluation Matrix (overleaf) provides the details of the evaluation. The cost evaluation is detailed in Section 25.

25.0 Preliminary Opinion of Capital Costs

Table 9, Preliminary Opinion of Capital Costs, was prepared outlining the costs of each Traffic Bridge and multi-use bridge option in 2013 dollars. These costs were multiplied by a rate of inflation (3% per year) to determine the projected future costs at the proposed time of construction.

The calculations used to prepare the capital costs of the bridge options can be found in Appendix H. These calculations include costs for bridge structure, road extension to bridge, property acquisition, engineering fees and contingency fees.

TABLE 9 – PRELIMINARY OPINION OF CAPITAL COSTS						
CRITERIA	OPTION A	OPTION B	OPTION C	OPTION D	OPTION E	OPTION F
Capital Cost 2013 Traffic Bridge	\$22,432,370	\$15,793,005	\$24,496,123	\$13,034,443	\$12,621,843	\$13,034,444
Capital Cost Multi-use Bridge 2013	N/A	N/A	N/A	\$6,925,440	\$5,578,552	\$5,538,238
Capital Cost 2023 Multi-use Bridge	N/A	N/A	N/A	\$9,307,213	\$7,497,108	\$7,442,929
Traffic Bridge (2043)	\$54,449,249	\$38,333,768	\$59,458,521	\$31,638,016	\$30,636,528	\$31,638,016
Total Capital Expenditure by 2043	\$54,449,249	\$38,333,768	\$59,458,521	\$40,945,230	\$38,133,636	\$39,080,946
Evaluation	Medium	Medium	Worst	Medium	Best	Medium

26.0 Selection of Recommended Option

Based on the evaluation of the bridge cross-section and alignment options, it is considered that Option E would provide the best alignment and cross-section for future planning. One advantage is that there are fewer developed properties to be acquired. This option allows for a pedestrian/ recreational bridge to be built in as early as 10 years and/or as warranted and approved by Council for Active Transportation connectivity to accommodate the growing recreational traffic in Wasaga Beach.

27.0 Phase 3 Public Information Centre No. 2

A Public Information Centre (PIC) was held in Phase 3 (May 29, 2014) to present the bridge alignment and cross-section options to the public and to identify the Recommended Option. A notice of Public Information Centre was published in the local newspaper on May 15 and May 22 and the PIC was held on May 29, 2014. A copy of the Notice is included in Appendix I. Letters were sent to the list of review agencies and a copy of the letter and the communication list is included in Appendix I. Copies of the PIC presentation Plates are also included in Appendix I.

A memo summary of the Phase 3 PIC was prepared and a copy is included in Appendix I. The Communications Plan was updated to include comments from agencies and PIC attendees.

28.0 Review of Public Comments, Approval Requirements and Related Design Implications

Over the course of the Class EA Planning process comments were received from review agencies, Town Staff, Council members and the public. A summary of the comments that must be addressed as part of the final design is presented in the Table below and includes a preliminary list of the necessary design approvals.

TABLE 10 – PUBLIC/AGENCY COMMENTS AND DESIGN IMPLICATIONS

COMMENT/REQUIREMENT	DESIGN IMPLICATION
Ministry of Tourism, Heritage and Culture Potential for underground heritage artifacts	Prepare a Stage 2 archaeological assessment and conduct pre-construction excavation in the area of the bridge construction to search for heritage artifacts.
Ministry of the Environment All natural heritage feature should be identified and described in detail to assess potential impacts and mitigation measures Reference appropriate policies related to ecosystem protection Ensure no negative impacts of watercourses.	Protect and enhance local environment/wetland/woodlot/rare species/watercourses Official Plans and natural resource studies were referenced, as well as planning and traffic studies. MOE's Guideline B-6, Evaluating Construction Activities Impacting on Water Resources to be consulted during planning and construction of bridge.
Spills Contingency Plan	Prepare preliminary plan for discussion and

COMMENT/REQUIREMENT	DESIGN IMPLICATION
<p>Stormwater Management Plan</p> <p>Permit to Take Water</p> <p>Dust and Noise</p> <p>Servicing and Facilities – reference to MOE’s D-Series guidelines – land use compatibility is recommended.</p> <p>All waste generated during construction must be disposed of in accordance with the MOE’s requirements</p> <p>Design and construction reports and plans should be based on a best management approach inc. prevention of impacts, environmental protection and opportunities for environmental rehabilitation and enhancement of impacted areas.</p>	<p>finalization with contractor. Should consider adverse effects on surface water and groundwater.</p> <p>Review Stormwater Management Planning and Design Manual re: mitigation measures and prepare Stormwater Management Plan as per MOE letter.</p> <p>Ensure quality and quantity control measures are in considered to treat stormwater runoff and</p> <p>Obtain permit for approval of dewatering with cofferdam and for any dewatering necessary to construct bridge abutments.</p> <p>Allow for dust control measures as part of the contractual obligations of the constructor. Non-chloride based compounds only for dust suppressants.</p> <p>Traffic impact and land use studies have been completed and reviewed</p> <p>Waste materials and spills will be addressed in the construction documents and contractor contingency plans</p> <p>The mitigation measures outlined in the ESR and from future environmental studies will be included in future design and construction plans.</p>
<p>Ministry of Natural Resources</p> <p>Species at Risk include sensitive snake species and Lake Sturgeon and regulated habitat</p>	<p>May require ‘Species at Risk Overall Benefit’ permit.</p> <p>Minimize adverse effects to habitat and provide habitat enhancements where adverse effects cannot be achieved.</p> <p>Avoid construction activities during sensitive time periods for species at risk.</p> <p>Consult with MNR during design and prior to construction for guidance to protect species.</p>

COMMENT/REQUIREMENT	DESIGN IMPLICATION
<p>Nottawasaga Valley Conservation Authority</p> <p>Concern of the impact of centre pier of bridge and potential to restrict ice movement and break up. Suggested clear span bridge.</p> <p>Request hydraulic model showing no backwater from the bridge would aggravate flooding up or down stream for flows up to regulatory flow</p> <p>Minimize impact on riverine wetland (1.3 ha) extending from the base of the slope to the river.</p> <p>Willow/Alder thicket at base of the slope with a mix of emergent marsh and thicket swamp extending through the central portion to the river's edge.</p> <p>Shallow marsh with standing water in the vicinity of the hydro line to the west of Powerline ROW.</p> <p>The features below the slope are a functional part of the broader river/floodplain system.</p> <p>Species at Risk</p> <p>Alteration of fish habitat</p> <p>Presence of rare snake species and deer habitat</p> <p>Sediment and erosion controls should be in place as part of development application.</p> <p>Best efforts approach to water quality control</p>	<p>A Permit will be required from the NVCA as part of the final design.</p> <p>Complete an engineering study reviewing impact of piers prior to final design.</p> <p>To be completed when design project commences.</p> <p>Study key natural heritage features and the potential for impact with mitigation measures at commencement of design project.</p> <p>Minimize impact or provide wetland enhancements to be completed elsewhere as part of mitigation.</p> <p>Design to minimize impacts including disturbances and discharge of run-off which could affect fish spawning and amphibian breeding habitat.</p> <p>NVCA, in consultation with DFO, to review proposed works and authorize pursuant to Section 35(2) of the Fisheries Act and DFO's "Policy for the Management of Fish Habitat".</p> <p>Mitigation measures for habitat loss to be developed during design and implemented by constructor.</p> <p>Education material to be provided to constructor prior to construction</p> <p>To be completed during final design</p> <p>Mitigation measures to be outlined in construction</p>

COMMENT/REQUIREMENT	DESIGN IMPLICATION
	documents and monitored during construction
Navigable water requirements	Obtain DFO approval of the proposed bridge and address construction implications (undertake work in the summer – boat traffic).
Geotechnical assessment	Complete detailed site specific assessment prior to final design.
<p>Resident Comments</p> <p>Pedestrian bridge must support groomer</p> <p>Concern about snowmobile use on bridge affecting pedestrian safety</p> <p>Height of railing for pedestrian and snowmobile safety</p> <p>Concern for privacy of local residents at bridge location</p> <p>Deer/car collisions at River Road West/Powerline Road could be reduced with design</p>	<p>Weight and size requirements to be considered during design phase.</p> <p>Safety considerations to be reviewed</p> <p>To be considered during design phase.</p> <p>Privacy measures to be reviewed.</p> <p>Deer protection or re-direction to be investigated during design phase.</p>

The following list of requirements must be addressed as part of the future design of the two bridges:

- Letter of Advice from Nottawasaga Valley Conservation Authority (NVCA) to the Department of Fisheries and Oceans (DFO) re: work within the River, Fisheries review and assessment of loss of habitat,
- DFO approval may be necessary if a Letter of Advice is not provided by the NVCA,
- Approval from Transport Canada under the Navigable Water Protection Act,
- Ministry of Environment (MOE) approval for storm drainage systems, spill contingency plan, stormwater management plan, permit to take water
- Permit for Development, Interference with Wetlands & Alterations to Shorelines and Water Courses is required from NVCA,
- Species at Risk Overall Benefit Permit may be required from NVCA, DFO and Ministry of Natural Resources (MNR),

- Engineering Study to review the impact of new piers in the River (restriction of ice movement and floodline impact – including hydraulic modelling) to be provided to NVCA,
- Stage 2 Archaeological Assessment,
- Site Specific Natural Heritage Assessment,
- Noise and Vibration Assessments of the proposed design for both construction activities (pile driving, and excavation) and for the post-construction vehicular traffic,
- Specific Geotechnical Assessment, and
- Municipal approvals for roadway and bridge design

29.0 Financial Considerations

The Town plans to finance the design and construction of both the multi-purpose bridge and the vehicular bridge using development charges and government stimulus funding.

30.0 Selection of Preferred Option

Following the public review period after the Phase 3 PIC, a final review of the comments received was completed and taken into consideration. Based on the evaluation of the bridge cross-section and alignment options, it is considered that Option E (includes cross-section Option 4) would provide the best alignment and cross-section for future planning.

This option would provide the Town with two, 4.75 side lanes of traffic on a vehicular bridge to be considered in 30 years, and a 3.0m wide, traffic controlled multi-use bridge for pedestrians, cyclists and snowmobiles in as early as 10 years and/or as warranted and approved by Council for active transportation connectivity. The Powerline Road/River Road West intersection will be realigned and shifted to the east. This will allow the bridge be built in a straight alignment across Nottawasaga River to connect directly to 18th Street.

The Town subsequently confirmed the selection of the Preferred Design and authorized Ainley to complete the ESR.

Phase 4 Report

31.0 Draft ESR

A Draft ESR was prepared to be placed on public record. A copy of the Draft ESR was provided to the Town on February 27th, 2015.

32.0 Notice of Completion

A Notice of Completion was prepared and was published in the Wasaga Sun on Thursday March 26th, 2015 and Thursday April 2nd, 2015 advising the public of the 30 day review of the ESR. A copy of the Notice of Completion was also sent to the Review Agencies and previously interested members of the public. A copy of the Final Notice and related letters is included in Appendix J.

33.0 Final ESR

The ESR was finalized following the 30 day public review, which ended on April 26th, 2015. As a result of the publication of the Notice of Completion, comments were received from two review agencies and two members of the public. A summary of the comments and responses is presented in the Table below.

COMMENTS RECEIVED FROM	NATURE OF COMMENTS	RESPONSES
March 30, 2015 and April 23, 2015– Nottawasaga Valley Conservation Authority	- Advise regarding the following; <ol style="list-style-type: none"> 1. Ensuring no adverse flooding impacts 2. Ensure final design accommodates ice movement 3. Addressing natural heritage matters 4. How will preferred option protect and/or mitigate impacts to shallow marsh at bridge site. 	<ol style="list-style-type: none"> 1. When final design commences, request hydraulic model showing no backwater from the bridge would aggravate flooding up or down stream for flows up to regulatory flow. 2. Complete an engineering study reviewing impact of ice at piers prior to final design and incorporate recommendations into design. 3. Study key natural heritage features and the potential for impact with mitigation measures at commencement of design project. <p>Minimize impact or provide wetland enhancements to be completed elsewhere as part of mitigation.</p> <ol style="list-style-type: none"> 4. Design to minimize impacts including disturbances and

COMMENTS RECEIVED FROM	NATURE OF COMMENTS	RESPONSES
		discharge of run-off which could affect fish spawning and amphibian breeding habitat.
March 30, 2015 – Alderville First Nations	- Change contact to Dave Simpson	- revised contact list.
April 30, 2015 – Ministry of Tourism, Culture and Sport	- A Stage 2 Archaeological assessment is recommended prior to final design. - It is recommended that pre-construction excavation take place in area of bridge abutments - All future assessments must be completed prior to the completion of detailed design	- Stage 2 Assessment to be completed and pre-construction excavation early on during final design phase.

Copies of the above-mentioned correspondence are included in Appendix J.

It is considered that none of the comments received during the 30 day public review, impact the selection of the Preferred Solution. As such, the ESR was finalized on May 19th, 2015 and the “Memo to MOE” was issued on that same date.

Appendices

Appendix A

Final Project Schedule

Appendix B

Floodline Mapping

Appendix C

Borehole Location Plan and Borehole Logs

LOGS OF BOREHOLES Nos 13, 14, 15 & 16

CLIENT: AINLEY & ASSOCIATES LTD.
 PROJECT: SOILS STUDY
 LOCATION: WASAGA BEACH

DATE: OCT. 20, 1970

GRID: 177,300 N 869,100 E GROUND ELEVATION: 639 N^o 13					
DEPTH - Ft.	GROUND WATER	SOIL PROFILE	GROUP SYMBOL	SAMPLES	TESTS
5 10 15	CAVE-IN AT 10'-6" OCT. 20, 1970	Brown FINE SAND TRACE SILT & ORG. MATTER	FS	1-AS	S
				2-AS	
		Grey fine to med. SAND TRACE GRAVEL	SP SW	3-AS	
				4-AS	
		Grey fine to med. SAND & GRAVEL	SW GW	5-AS	
				6-AS	

GRID: 178,200 N 864,900 E GROUND ELEVATION: 593 N^o 14					
DEPTH - Ft.	GROUND WATER	SOIL PROFILE	GROUP SYMBOL	SAMPLES	TESTS
5 10 15	CAVE-IN AT 12' OCT. 20, 1970	FINE SAND TRACE SILT	SP	1-AS	S
				2-AS	
				3-AS	
				4-AS	
				5-AS	
				6-AS	

GRID: 178,600 N 865,700 E GROUND ELEVATION: 596 N^o 15					
DEPTH - Ft.	GROUND WATER	SOIL PROFILE	GROUP SYMBOL	SAMPLES	TESTS
5 10 15	CAVE-IN AT 2' OCT. 20, 1970	Black topsoil	SP	1-AS	S
				2-AS	
		FINE SAND TRACE SILT		3-AS	
				4-AS	
		Brown Grey		5-AS	
				6-AS	

GRID: 179,500 N 865,700 E GROUND ELEVATION: 593 N^o 16					
DEPTH - Ft.	GROUND WATER	SOIL PROFILE	GROUP SYMBOL	SAMPLES	TESTS
5 10 15	CAVE-IN AT 10'-6" OCT. 20, 1970	Black topsoil	SP	1-AS	S
				2-AS	
		FINE SAND TRACE SILT		3-AS	
				4-AS	
		Brown Grey		5-AS	
				6-AS	

LOGS OF BOREHOLES Nos 25, 26, 27 & 28

CLIENT: AINLEY & ASSOCIATES LTD.
 PROJECT: SOILS STUDY
 LOCATION: WASAGA BEACH

DATE: OCT. 21, 1970

GRID: 177, 200 N 864, 900 E No. 25					
GROUND ELEVATION: 597					
DEPTH - Ft.	GROUND WATER	SOIL PROFILE	GROUP SYMBOL	SAMPLES	TESTS
5	CAVE-IN AT 4'-3" OCT. 21, 1970	FILL	SP	1-AS	
5		FINE SAND TRACE SILT		2-AS	
10		Brown Grey		3-AS	
10				4-AS	
15				5-AS	

GRID: 176, 600 N 864, 000 E No. 26					
GROUND ELEVATION: 593					
DEPTH - Ft.	GROUND WATER	SOIL PROFILE	GROUP SYMBOL	SAMPLES	TESTS
5	CAVE-IN AT 10'-3" OCT. 21, 1970	Brown Grey	SP	1-AS	S
5		FINE SAND TRACE SILT		2-AS	
10		d m s		3-AS	S
10				4-AS	
15				5-AS	

GRID: 175, 600 N 863, 300 E No. 27					
GROUND ELEVATION: 593					
DEPTH - Ft.	GROUND WATER	SOIL PROFILE	GROUP SYMBOL	SAMPLES	TESTS
5	CAVE-IN AT 10'-2" OCT. 21, 1970	FINE SAND TRACE SILT	SP	1-AS	
5				2-AS	
10		d m s		3-AS	
10		Brown Grey		4-AS	
15				5-AS	

GRID: 174, 200 N 862, 300 E No. 28					
GROUND ELEVATION: 593					
DEPTH - Ft.	GROUND WATER	SOIL PROFILE	GROUP SYMBOL	SAMPLES	TESTS
5	CAVE-IN AT 4'-1" OCT. 21, 1970	Brown Yellow Brown	SP	1-AS	
5		d m s		2-AS	
10		Brown Grey		3-AS	
10				4-AS	
15				5-AS	

LOGS OF BOREHOLES Nos 29, 30, 31 & 32

CLIENT: AINLEY & ASSOCIATES LTD.

PROJECT: SOILS STUDY

LOCATION: WASAGA BEACH

DATE: OCT. 21-22, 1970

GRID: 172, 900 N 861, 400 E		No. 29		
GROUND ELEVATION: 596				
DEPTH - Ft.	GROUND WATER	SOIL PROFILE	GROUP SYMBOL	SAMPLES
5		Brown Grey	d	1-AS
		FINE SAND	m	2-AS
		TRACE SILT	s	3-AS
10	CAVE-IN AT 6'-8" OCT. 21, 1970		SP	4-AS
				5-AS
15				

GRID: 171, 800 N 860, 700 E		No. 30		
GROUND ELEVATION: 595				
DEPTH - Ft.	GROUND WATER	SOIL PROFILE	GROUP SYMBOL	SAMPLES
5		d		1-AS
		FINE SAND	m	2-AS
		TRACE SILT	s	3-AS
10	CAVE-IN AT 8'-6" OCT. 21, 1970		SP	4-AS
				5-AS
15				

GRID: 172, 200 N 861, 600 E		No. 31		
GROUND ELEVATION: 599				
DEPTH - Ft.	GROUND WATER	SOIL PROFILE	GROUP SYMBOL	SAMPLES
5		m		1-AS
		s		2-AS
		FINE SAND	SP	3-AS
		TRACE SILT & ORGANIC MATTER		4-AS
10	W.L. AT 1'-2" OCT. 22, 1970			5-AS
15				

GRID: 170, 950 N 860, 800 E		No. 32		
GROUND ELEVATION: 601				
DEPTH - Ft.	GROUND WATER	SOIL PROFILE	GROUP SYMBOL	SAMPLES
5		FINE SAND Some silt (FILL)	SP	1-AS
		Black SANDY ORGANIC SILT & PEAT	OL Pt	2-AS
			w	3-AS
10	CAVE-IN AT 1' OCT. 22, 1970		SP	4-AS
		Brown Grey		5-AS
		FINE SAND TRACE SILT & ORGANIC MATTER		6-AS
15			s	

LOG OF BOREHOLE 308

Our Reference No. 74-1-7

CLIENT: AINLEY AND ASSOCIATES LTD.

PROJECT: SEWAGE AND WATER WORKS

LOCATION: WASAGA BEACH

DATUM ELEVATION: G.S.C

DRILLING DATA

Method: AUGERING

Diameter 6 1/2" (H/S)

Date: JAN. 28, 1974

ELEVATION FT	DEPTH FT	SUBSURFACE PROFILE		SAMPLES			PENETRATION RESISTANCE		WATER CONTENT		REMARKS
		DESCRIPTION	SYMBOL	NUMBER	TYPE	Blows/ft.	UNDRAINED SHEAR STRENGTH + FIELD VANE TEST	UNDRAINED SHEAR STRENGTH p.s.f. COMPRESSION TEST	PLASTIC LIMIT W _p	NATURAL W	
589.6	0	GROUND SURFACE									
		1" Asphalt									
		5" Sand and Gravel (Fill)									
		Dense, brown SAND									
		damp moist									
	10			1	SS 31						
				2	SS 41						
	15			3	SS 87						
574.6	15	END OF B.H.									
	20										
											CAVING AT 11.0 FT. JAN. 28, 1974.

LOG OF BOREHOLE310.....

Our Reference No. 74-1-7
 CLIENT: AINLEY AND ASSOCIATES LTD.
 PROJECT: SEWAGE AND WATER WORKS.
 LOCATION: WASAGA BEACH
 DATUM ELEVATION: G.S.C

DRILLING DATA
 Method: AUGERING
 Diameter: 6 1/2" (H/S)
 Date: JAN. 28, 1974

SUBSURFACE		PROFILE			SAMPLES		PENETRATION RESISTANCE		WATER CONTENT		95 MARKS	
ELEVATION	DEPTH	DESCRIPTION	SYMBOL	GROUND WATER	NUMBER	TYPE	Blows/Ft.	UNDRAINED SHEAR STRENGTH	PLASTIC LIMIT	NATURAL		% LIQUID LIMIT
							20 40 60 80 100	q	W _p	W	W _L	
592.9	0	GROUND SURFACE										
		3" Asphalt										
		6" Sand and Gravel (Fill)										
	5	Compact to Dense, brown.			1	SS 26		0				
	10	SAND			2	SS 34		0				
		traces gravel										
		damp-wet										
514.9	15	END OF B.H.			3	SS 33		0				
	20											

CAVING AT 12-31
 JAN. 28, 1974

VERTICAL SCALE: 1 inch to 5 feet

DRAWN F.L. CHECKED: DOMINION SOIL INVESTIGATION LIMITED

LOG OF BOREHOLE 312

Enclosure No. 12

Our Reference No. 74-1-7

CLIENT: AINLEY AND ASSOCIATES LTD.
 PROJECT: SEWAGE AND WATER WORKS.
 LOCATION: WASAGA BEACH
 DATUM ELEVATION: G.S.C.

DRILLING DATA

Method: AUGERING
 Diameter: 6 1/2" (H/S)
 Date: JAN. 28, 1974.

ELEVATION	DEPTH	PROFILE		SAMPLES			PENETRATION RESISTANCE		WATER CONTENT		REMARKS	
		DESCRIPTION	SYMBOL	GROUND WATER	NUMBER	TYPE	Blows/Ft.	UNDRAINED SHEAR STRENGTH	PLASTIC LIMIT	% LIQUID LIMIT		
							30	40	60	80	100	
							+ FIELD VANE TEST		q		COMPRESSION TEST	
591.6	0	GROUND SURFACE										
	5	2.5" Asphalt										
	10	10" Sand and Gravel (Fill)										
						1	SS	25				
						2	SS	16				
						3	SS	41				
576.6	15	SAND										
	20	END OF B.H.										

VERTICAL SCALE: 1 inch = 5 feet

DRAWN: F. L. CHECKED:

DOMINION SOIL INVESTIGATION LIMITED

LOG OF BOREHOLE 314

Our Reference No 74-1-7
 CLIENT: AINLEY AND ASSOCIATES LTD.
 PROJECT: SEWAGE AND WATER WORKS
 LOCATION: WASAGA BEACH
 DATUM ELEVATION: G.S.C.

DRILLING DATA

Method: AUGERING
 Diameter: 6 1/2" (H/S)
 Date: JAN. 29, 1974

ELEVATION	DEPTH	PROFILE			SAMPLES		PENETRATION RESISTANCE			Blows/Foot	WATER CONTENT		REMARKS	
		DESCRIPTION	SYMBOL	GROUND WATER	NUMBER	TYPE	UNDRAINED SHEAR STRENGTH	UNDRAINED SHEAR STRENGTH	PLASTIC LIMIT		NATURAL	% LIQUID LIMIT		
								20	40	60	80	100		
591.0	0	GROUND SURFACE												
	5	2" Surface Treatment 10" Sand and Gravel (Fill)			1	SS 14								
	10	brown grey, micaceous. damp-wet Compact to Loose			2	SS 9								
	15	SAND trace of shells.			3	SS 3								
	20	END OF B.H.												

CAVING AT 11-0FT.
 JAN. 29, 1974.

LOG OF BOREHOLE P.-7

CLIENT: AINBY AND ASSOCIATES LTD.
 PROJECT: SEWAGE TREATMENT WATER WORKS
 LOCATION: MATAWA BEACH
 DATE: FEBRUARY 20, 1974

TESTING DATA
 Method: AUGERING
 Date: FEB. 20, 1974

DEPTH (FT)	DESCRIPTION	WATER	SAMPLES		PENETRATION RESISTANCE (BLows)	REMARKS
			1	2		
593.0						
592.0 - 1.0	Sand and Gravel (FILL)					
	Dense SAND		1	SS 30		
	dry damp wet					
	brown grey		2	SS 77		
	silty with depth occasional cobbles.		3	SS 68		
			4	SS 40		
571.0 - 22.0	Dense SILTY SAND with gravel (TILL)					
568.0	END OF B.H.					

W.L. EL. 585.2 FT. FEB. 20, 1974

GRAIN SIZE
DISTR

VERTICAL SCALE 1 inch to 5 ft

DOMINION SOIL INVESTIGATION LIMITED

DRAWN BY: [] CHECKED: []

LOG OF BOREHOLE P-8

Enclosure No. 46

DOMINION SOIL INVESTIGATION LTD.
 1000 BROADVIEW AVE. TORONTO, ONT. M4W 1B7
 PHONE: 461-1111

TEST DATA
 Method AUGERING
 Diameter 6 1/2" (H.S.)
 Date FEB. 20, 1974

DEPTH (ft)	DESCRIPTION	MOISTURE CONTENT (%)	SAMPLES			PENETRATION RESISTANCE (Blows/ft)	WATER CONTENT (%)	REMARKS
			NO.	TYPE	WET WT.			
595.6	2" Asphalt							
593.6 - 2.0	Sand and Gravel (FILL)							
	dry damp		1	SS	17			
	wet		2	SS	27			
	brown grey		3	SS	41			
	Compact to Dense SAND		4	SS	25			
570.6	END OF B.H.		5	AS	-			

CAVING AT 8-5FT.
FEB. 20, 1974.

VERTICAL SCALE: 1" = 5' 0"

DOMINION SOIL INVESTIGATION LIMITED

DRAWN: F.L. CHECKED:

LOG OF BOREHOLE P-4

Our Reference No. 74-1-7

Enclosure No. 43

CLIENT: AINLEY AND ASSOCIATES LTD.
 PROJECT: SEWAGE AND WATER WORKS.
 LOCATION: WASAGA BEACH.
 DATUM ELEVATION: G. S. C.

DRILLING DATA
 Method: AUGERING
 Diameter: 6 1/2" (H/S)
 Date: JAN. 25, 1974

ELEVATION Ft.	DEPTH Ft.	SUBSURFACE PROFILE DESCRIPTION	SYMBOL	GROUND WATER	SAMPLES			PENETRATION RESISTANCE Blows/Ft.					WATER CONTENT %			REMARKS		
					NUMBER	TYPE	'N' Blows/Ft.	20	40	60	80	100	PLASTIC LIMIT W _p	NATURAL W	LIQUID LIMIT W _L			
592.5	0	GROUND SURFACE																
		3" Asphalt																
590.5	2.0	Sand and Gravel (FILL)																
	5	Loose to Dense, brown. SAND	damp wet		1	SS	23											
	10				2	SS	9											
	15				3	SS	25											
	20				4	SS	13											
	25				5	SS	51											
566.0	26.5	END OF B.H.																
	30																	

CAVING AT 12-FT.
 JAN. 25, 1974

VERTICAL SCALE: 10 inches = 1 ft.

DOMINION SOIL INVESTIGATION LIMITED

DRAWN BY: [] CHECKED BY: []

Appendix D

Stage I Archaeological Assessment

ARCHAEOWORKS INC.

**Stage 1 Archaeological Assessment (AA):
Proposed Bridge Locations Across the Nottawasaga River
Within Parts of Concession 16, Lots 6-9
Town of Wasaga Beach,
Geographic Township of Sunnidale,
County of Simcoe, Ontario**

Class EA

**Project #: 091-WA766-12
Licencee (#): Jessica Marr (P334)
PIF#: P334-227-2012**

Original Report

August 7th, 2012

Presented to:

Ainley Group

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EXECUTIVE SUMMARY

In accordance with its official plan, the *Town of Wasaga Beach* is seeking to construct a new bridge across the Nottawasaga River in order to alleviate anticipated traffic congestion. *Archeoworks Inc.* was retained by *Ainley Group* to conduct a Stage 1 archaeological assessment (AA) in support of four potential bridge locations; this study falling under a Schedule “C” Municipal Class Environmental Assessment. The study areas are located in parts of Concession 16, Lots 6-9, in the Town of Wasaga Beach, Geographic Township of Sunnidale, County of Simcoe, Ontario.

The Stage 1 AA identified potential for the recovery of historic Euro-Canadian and Aboriginal archaeological remains within undisturbed portions of each potential bridge site location due to the presence and proximity of water sources (Nottawasaga River and Georgian Bay), which would have been able to sustain food resources within 300 metres of their limits. In addition, four known archaeological sites are located within 300 metres of the study areas, including the HMC Nancy wreckage.

A field review of each bridge site confirmed the minor existence of features indicating disturbance (i.e. removal of archaeological potential). These include paved and gravel roadways, residences, the Ontario Parks store, and the Wasaga Beach Library. Despite these identified disturbances, however, the study area remains predominantly undisturbed. Testable areas include undisturbed manicured lawns and woodlots. As such, with portions of the study area still containing archaeological potential, it is recommended that a Stage 2 AA of all undisturbed locations (test pit or pedestrian survey, where appropriate) be undertaken following the selection of the preferred bridge site location and completion of the detail design.

The above recommendations are subject to MTCS approval. No excavation activities shall take place within the study area prior to the MTCS (Heritage Operations Unit) confirming in writing that all archaeological licensing and technical review requirements have been satisfied.

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PROJECT PERSONNEL

Project Director Jessica Marr – MTCS licence P334
Report Preparation Daniel Jang
Historical Review..... Lee Templeton
Report Review Kim Slocki – MTCS licence P029
Graphics Daniel Jang
Lee Templeton

INTRODUCTION

The Stage 1 background research is conducted to evaluate the study areas' potential to contain archaeological resources. Potential is assessed based on a combination of physical and historical features, as well as the proximity of previously identified archaeological sites. If potential is established anywhere within the study area limits, a Stage 2 assessment must be conducted to confirm the presence of archaeological resources. The *Checklist for Determining Archaeological Potential, 2011 Standards and Guidelines for Consultant Archaeologists* ("2011 S&G") published by the *Ontario Ministry of Tourism, Culture and Sport* (MTCS), summarizes those features which are used to assess archaeological potential, as well as the integrity of any such resources and the impact of proposed development/construction activities.

The MTCS's 2011 S&G considers areas of early Euro-Canadian settlement, including places of early military pioneer or pioneer settlement (e.g., pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, and pioneer churches and early cemeteries, as having archaeological potential. There may be commemorative markers of their history, such as local, provincial, or federal monuments or heritage parks. Early historical transportation routes (trails, passes, roads, railways, portage routes), properties listed in a municipal register or designated under the *Ontario Heritage Act* or a federal, provincial, or municipal historic landmark or site, and properties that local histories or informants have identified with possible archaeological sites, historical events, activities, or occupations are also considered to have archaeological potential.

To establish the archaeological and historical significance of the study areas, *Archeoworks Inc.* conducted a comprehensive review of listed and designated heritage properties, and registered archaeological sites within close proximity to its limits. Furthermore, a review of the physiography of the overall study area and its correlation to locating archaeological remains, as well as consultation of available historical documentation was performed. This report documents the results of the background research.

1.0 PROJECT CONTEXT

1.1 Development Context

In accordance with its official plan, the *Town of Wasaga Beach* is seeking to construct a new bridge across the Nottawasaga River in order to alleviate anticipated traffic congestion. *Archeoworks Inc.* was retained by *Ainley Group* to conduct a Stage 1 archaeological assessment (AA) in support of four potential bridge locations; this study falling under a Schedule "C" Municipal Class Environmental Assessment. In order to accommodate potential construction impacts, this Stage 1 AA includes a generous buffer. The study areas are located in parts of Concession 16, Lots 6-9, in the Town of Wasaga Beach, Geographic township of Sunnidale, County of Simcoe, Ontario (*see Appendix A – Map 1*).

This Stage 1 AA was conducted under the project and field direction of Ms. Jessica Marr, under archaeological consulting licence P334, in accordance with the *Ontario Heritage Act* (1990) and under the *Ontario Environmental Assessment Act* (1990). Permission to investigate the study area was provided by the *Ainley Group* on June 22nd, 2012.

1.2 Historical Context

1.2.1 Historical Review

The region where the study area is situated was formed after the retreat of Simcoe Lobe of the North American Laurentide ice sheet 12 000 years ago. As the ice sheet retreated, melt-water flooded the deep valleys of the Laurentian River system and created glacial Early Lake Algonquin. This lake was at an elevation higher than the current Lake Huron and drainage theories suggest the Kirkfield outlet, beginning in Fenelon Falls down the Trent Valley and into the Lake Ontario Basin, provided the main drainage flow out of Lake Algonquin (Jackson, 2000; Karrow & Warner, 1990). Sediment analysis indicates the presence of a spruce forest and fauna were able to establish themselves allowing Palaeo-Indian groups to inhabit this region in association with the beaches of Lake Algonquin (Karrow & Warner, 1990). “Vegetation in this area would have remained more open [...] and more attractive to herbivores and hence, to their hunters” (Ellis & Deller, 1990). As a result of following migratory animals, artifactual remains of Palaeo-Indian bands would include a variety of chert types indicative of the great distances traveled on their seasonal rounds or large trade networks.

Between ca. 10 500 and 10,000 B.P., isostatic rebound closed off the Kirkfield outlet shifting drainage solely to the Port Huron outlet into the Lake Erie basin (Jackson, 2000). This dramatically lowered the water levels of Lake Algonquin, forming Lake Stanley in Lake Huron and Land Hough in Georgian Bay (Jackson, 2000; Karrow & Warner, 1990). This drainage opened up large tracts of lands available for colonization of flora and fauna and it is likely that small bands of Palaeo- and Archaic groups traveled to Lake Hough shoreline exploiting the seasonally abundant resources and hunted elk and moose. Additionally, this drainage created Lake Minesing in the Minesing Basin and the Nottawasaga River formed as an outlet from Lake Minesing to Lake Huron. The Nottawasaga River down-cut into the sandy-silt Edenvale Moraine, collecting fluvial sediments and depositing it at Nottawasaga Bay (Thornbush, 2001:pp27-30).

As isostatic rebound continued through to ca. 5000 B.P., drainage outlets for Lake Stanley and Hough were closed causing the water levels to rise again, referred to as the Nippissing Lake Phase. This caused brief reformation of Lake Algonquin within the Huron Basin, many kilometres past its present shorelines. Between 4,500 and 2,500 years ago Lake Huron reached its current level. The recession of Lake Algonquin and transgression of the Nippissing Lake Stage ultimately destroyed and submerged many Palaeo- and Archaic sites along the Lake Huron coastline (Ellis et al, 1990; Featherstone et al, 2005).

The first evidence of prehistoric settlement in the Town of Wasaga was during the Middle Woodland Period (ca. 200 B.C. to ca.900 A.D.) along the lower Nottawasaga River and along Jack’s Lake (Featherstone et al, 2005). The Woodland period is recognized by the introduction of pottery and the increasing reliance on domesticated plants while utilizing a larger variety of foodstuff. Families began to congregate near mouths of rivers to fish, trade and engage in social and spiritual events establishing early village life. Furthermore, grave goods gradually became more exotic and frequent, indicative of growing complexity and trade networks amongst groups along the Great Lakes.

Beginning in 900 A.D until the late 13th century, the Ontario Iroquoian Tradition began covering most of western and central Ontario. Semi-permanent villages developed as horticulture began to take on a more central importance in subsistence patterns, particularly the farming of corn, squash and beans.

Significant village growth allowed for the emergence of tribes and regional clusters of tribal groups, like the Petun, Huron, Neutral and Ontario Iroquois, throughout Ontario (Burse et al, 2012). It was during the Ontario Iroquoian period that village sizes were at their largest and eventually reached their “classic” appearance, typically consisting of longhouses, sometimes surrounded by defensive stockades, overlooked cultivated fields and clustered around waterways and their watersheds, like Lake Simcoe, optimizing its economic and trading capabilities. Each tribe had their distinctive traits but shared in a general pattern of life associated primarily with agricultural subsistence. Intertribal trade consisted of small luxury items that could be carried overland with other local Natives groups (Trigger, 1994:p42-45).

1.2.2 Contact Period

By the 1600s, the Tionnontaté, or Petun, who settled along the southwestern shorelines of Georgian Bay and the Huron, who settled north of Lake Simcoe, appeared to share the resources of the Nottawasaga River (Featherstone et al, 2005). Additionally, the Nottawasaga River formed a crucial trade and travel route, the Nine-Mile Portage, between Georgian Bay and Lake Simcoe. The Tionnontaté were called the Petun by the French after a French-Brazilian word for tobacco due to their productive cultivation of tobacco (Wright, 2004:p1330). The Tionnontaté were closely related to the Hurons given their cultural and spiritual similarities. It is speculated that the Huron and Tionnontaté may have formed a single confederacy prior to the 17th century due to the growing aggression of the Iroquois of Upper State New York regarding trade with the Europeans. Throughout the 1630s, Jesuit missionaries attempted to convert the entire Huron Confederacy, which included the Tionnontaté. By 1639, the Jesuits listed nine Tionnontaté villages in addition to a number of smaller settlements. However, the Jesuits’ presence in the region had become precarious and by 1641, they were compelled to abandon their missions along the southern Georgian Bay (Rogers 1994:p.52). By 1650, the Iroquois, seeking control over the fur trade with the Europeans, attacked the neighbouring Hurons. To prevent Huron refugees from settling and using the Tionnontaté to reform their settlement, the Iroquois attacked and destroyed multiple Tionnontaté villages. The Tionnontaté dispersed throughout Ontario, while the peninsula and Georgian Bay shoreline likely served as a vast hunting territory for the Iroquois.

1.2.3 Settlement History

By the 1700s, the Ojibway, or Chippewa Natives, had relocated from north of Lake Superior and down into the Bruce Peninsula and surrounding area. Seasonal campsites were established near the mouth of the Nottawasaga River and the fur trade continued in Simcoe County. The Ojibway settlement was focused around seasonal resources and subsistence patterns reflect those of hunting-gathering and some focus on agriculture. The Ojibway traded and supported the French during the Seven Years’ War and became increasingly dissatisfied with the English post-war policies. The Ojibway engaged in the Pontiac War in an attempt to expel the British; however they ultimately yielded to British sovereignty. During the American War of Independence, they became British allies. During the War of 1812, Georgian Bay and the mouth of the Nottawasaga River became a strategic location for the British entering Lake Huron. After the Battle of Lake Erie, the Americans intended to recapture Fort Michilimackinac on the Bruce Peninsula and sailed up Lake Michigan. The Fort had no reinforcements or supplies and sent for the H.M.S. Nancy who arrived in Lake Simcoe via the Nottawasaga River route. Lying in wait two miles upriver, three American ships came upon the hiding schooner, and destroyed the H.M.S. Nancy and the British escaped into the forest (Wasaga

Beach Park, 2012a). The sunken haul formed an obstruction in the river and an island, Nancy Island, formed in her wake.

Shortly after the War of 1812, and due to intensive settlement campaigns overseas, the amount of settlers gradually increased in Upper Canada and put greater demand on the available lands. In 1818, William Claus, the Deputy Superintendent of Indian Affairs, entered into negotiations with the assembled Chippewas to purchase a tract of land to the west of Lake Simcoe. The crown purchased 1.592 million acres of land from the Chippewas for an annuity of 1200 pounds of currency in goods during the Lake-Simcoe-Nottawasaga Treaty which included land within Sunnidale Township (Natural Resources Canada, 2003).

The Township of Sunnidale, whose name refers to the native village ‘in a sunny dale close to a big river and in sight of a lake’, was first surveyed in 1831-2 by Thomas Kelley, a Government Official, and finalized by William Hawkins in 1833 (SCPHS, 1908; Featherstone et al, 2005). Under the instructions of the Government, Hawkins surveyed a road, Sunnidale Road, and laid out lots on either side of the road (Belden, 1881). Nearly all early settlers lived along Sunnidale road (Hunter, 1909:p229). Infertile sandy soils, thick forests and swamplands filled the rolling terrain leaving much of Sunnidale Township agriculturally useless. There were no incentives to grow crops, and the remoteness and isolation repelled settlers. Of the approximate 53 000 acres within the township, only 378 acres were under cultivation in 1842 with a total of 174 persons residing within the township to which was focused primarily along the southern borders of the township (Belden, 1881).

However, the township had an abundance of trees and the logging industry developed in the area utilizing the Nottawasaga River as natural route for timbers to be transported to lumber mills (Wasaga Beach Park, 2012b). Several proposals to build a canal connecting Lake Ontario to Lake Huron via the Nottawasaga River proved to be too expensive to construct. The opening of the Ontario, Simcoe and Huron (now the Northern) Railway in 1855 brought minimal progress to southern half of Sunnidale Township. Initially intended to be constructed to the mouth of the Nottawasaga River, deficiencies creating a harbour became apparent and the rail line was diverted to Collingwood. The Nottawasaga Bay remained an area for logging and fishing for several decades.

In 1870, John Van Vlack purchased several acres around the Nottawasaga River and paved the way for more intense settlement. He developed commercial fishing in the area, along with a shingles company and constructed a general store. Eventually a small village formed, known as Van Vlack and agricultural development around Wasaga Beach began to take place in 1880. In 1896, Jane Summerfeldt opened a small hotel, recognizing the tourism potential of the area. By the end of the century, much of the logging industry was in decline from lack of resources but settlement within the Wasaga Beach area grew gradually (Wasaga Beach Park, 2012b).

1.2.4 Past Land Use of Study Area

To assess the study area’s potential for the recovery of historic pre-1900 remains, several documents were reviewed in order to gain an understanding of the land-use history. The study area is located in part of Lots 6, 7, 8 and 9, Concession XIV, in the historical Township of Sunnidale, County of Simcoe (*see Map 1*).

A review of the 1881 *Simcoe Supplement* (*see Map 2*) revealed that all the study areas as falling in a small part of an unlisted property. Given that the Historical Atlas required a paid subscription for a homestead to be depicted, and not all individuals were registered, this does not negate the possibility that portions of the study area that do not have ownership indicated are vacant. Additionally, the study area appears to be cleared of over overgrowth vegetation and within the agriculturally cultivated landscape. Furthermore, the Nottawasaga River runs along the study area and to the west is the hamlet of Hythe, a small logging community founded on the narrow land between the bay and the river (Belden, 1881:p.17).

Furthermore, the study area does not lie immediately adjacent to any historic settlement roads that were originally laid out during the survey of Sunnidale Township.

1.3 Archaeological Context

1.3.1 Physical Features

The study areas are located in the Simcoe Lowlands physiographic region of southern Ontario. This region is divided into the Nottawasaga Basin in the west, where the study area is located, and the Lake Simcoe Basin to east. The region consists of a series of steep sided, flat-floored valleys which were flooded by glacial Lake Algonquin. More specifically, the study area is located on the beaches and sand dunes of the Nottawasaga Bay (Chapman & Putnam, 1984).

The study areas are found entirely within the Tioga soils. Nearly all of the Tioga soils were cleared and used for agricultural purposes. Cash crops such as tobacco, cherries, apples, raspberries, strawberries, asparagus, tomatoes, potatoes, cabbage and radishes are grown in certain districts of the region. Although the soil have a low natural fertility and water retention, the quickly warming and workability of these lands allowed the cash crops to pay for fertilization of the fields. General farm crops such as hay, oats and barley were much less profitable due to low value and cost of fertilization (Hoffman et al, 1962 pp: 44-45).

In terms of archaeological potential, potable water is a highly important resource necessary for any extended human occupation or settlement. As water sources have remained relatively stable in southern Ontario since post-glacial times, proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location. In Southern Ontario, the *2011 Standards and Guidelines for Consultant Archaeologists* considers undisturbed lands within 300 metres of a water source to be of elevated archaeological potential. Because the study areas are situated on either side of the Nottawasaga River, and having Georgian Bay to the north, these water sources would have helped supply plant and food resources to the surrounding area, and consequently support high potential for locating archaeological resources within 300 metres of their limits (*see Appendix D*).

1.3.2 Current Land Condition and Uses

The study areas are situated in the seasonal recreational centre of the Town of Wasaga Beach, on either side of the Nottawasaga River (*see Map 1*). The study areas consist of, for the most part, residential lots (*see Images 1, 2, 6, 8, 9, 11, 14*). Roadways terminating at the riverside can also be found in some of the study areas (*see Images 5, 12, 14*). In addition, the northern study area of crossing D includes the Wasaga Beach Provincial Park's Nancy Island Historic Site parking and

Ontario Parks store (*see Image 13*). The southern study area of crossing D also includes the Wasaga Beach Public Library property (*see Images 14, 15*). The southern study area of crossing A comprises a wood lot with an access road (*see Images 3, 4*). The native soils in the study areas consist of loamy sand of the Tioga series which is characterized as having well draining, moderately acidic, of the podzol group, consisting of grey, calcareous outwash sand (Department of Agriculture, 1959).

1.3.3 Registered Archaeological Sites

In order that an inventory of archaeological resources could be compiled for this study area, the site record forms for registered sites housed at the *Ministry of Tourism & Culture (MTC)* were consulted. Each site is registered according to the Borden System, which is an archaeological numbering system used throughout Canada to track archaeological sites and the artifacts that come from them. The specific area under review is located within Borden Block BdHa. According to the MTC's registered archaeological sites database, 4 sites are located within a one-kilometre radius of the study area (*see Table 1*). All the registered archaeological sites are located within 300 metres of the study areas, thus confirming its archaeological potential (*see Appendix D*).

Table 1: Sites Within One Kilometre of the Study Area

Borden #	Name	Cultural Affiliation	Type
BdHa-1	Van Vlack	Aboriginal	Undetermined
BdHa-2	Second Street Burial	-	Burial
BdHa-3	H.M.S. Nancy	British	Shipwreck
BdHa-4	Sandpiper	-	-

Having noted the presence of these sites in relation to the study area, it is useful to place them in the proper context by reviewing the cultural history of occupation in Southern Ontario provided in *Table 2* below. This data provides an understanding of the potential cultural activity that may have occurred within the study area.

Table 2: History of Occupation in Southern Ontario

Period	Archaeological Culture	Date Range	Attributes
PALEO-INDIAN			
Early	Gainey, Barnes, Crowfield	9000-8500 BC	Big game hunters. Fluted projectile points
Late	Holcombe, Hi-Lo, Lanceolate	8500-7500 BC	Small nomadic hunter-gatherer bands. Lanceolate projectile points
ARCHAIC			
Early	Side-notched, corner notched, bifurcate-base	7800-6000 BC	Small nomadic hunter-gatherer bands; first notched and stemmed points, and ground stone celts.
Middle	Otter Creek, Brewerton	6000-2000 BC	Transition to territorial settlements
Late	Narrow, Broad and Small Points Normanskill, Lamoka, Genesee, Adder Orchard etc.	2500-500 BC	More numerous territorial hunter-gatherer bands; increasing use of exotic materials and artistic items for grave offerings; regional trade networks
WOODLAND			

Period	Archaeological Culture	Date Range	Attributes
Early	Meadowood, Middlesex	800-400 BC	Introduction of pottery, burial ceremonialism; panregional trade networks
Middle	Point Peninsula, Saugeen, Jack's Reef Corner Notched	400 BC-AD 800	Cultural and ideological influences from Ohio Valley complex societies; incipient horticulture
Late	Algonquian, Iroquoian	AD 800-1300	Transition to village life and agriculture
	Algonquian, Iroquoian	AD 1300-1400	Establishment of large palisaded villages
	Algonquian, Iroquoian	AD 1400-1600	Tribal differentiation and warfare
HISTORIC			
Early	Huron, Neutral, Petun, Odawa, Ojibwa	AD 1600 – 1650	Tribal displacements
Late	Six Nations Iroquois, Ojibwa, Mississauga	AD 1650 – 1800s	Migrations and resettlement
	Euro-Canadian	AD 1780 - present	European immigrant settlements

1.3.4 Previous Archaeological Assessments

Previous archaeological assessments carried out on lands within or immediately adjacent (i.e., within 50 metres) to the study area include fieldwork conducted by *C. Snider* in 1925.

In the 1925 report by *C. Snider* entitled, “Report on the Schooner Nancy”, details on the excavation of the HMS Nancy were listed. The location of the HMS Nancy was never unknown, but it was never confirmed that the wreckage located within Nancy’s Island was in fact the remnants of the ship.

In August 1924, a Dr. F. J. Conboy came across a cannonball at the edge of the water in the high banks opposite of the Nancy’s Island. The twentyfour-pounder cannonballs were used by all of the American ships during the engagement. Due to this find, the following summer, Conboy, Snider and a team carried out a search for HMS Nancy. They probed the river banks near the location of the find with a sharpened iron bar and eventually struck what turned out to be ship-timber. A full examination of wreckage then ensued; this examination confirming earlier suspicions that this was in fact the resting place of the HM Schooner Nancy.

Artifacts from the wreckage included: charred timbers (consistent with the HMS Nancy’s demise); six-pound cannonballs (consistent with the HMS Nancy’s six-pounder carronades); additional twenty-four pounders; boarding pikes used by the Royal Navy; flintlock muskets used during the c.1812 era; and flour, pork and clothing, HMS Nancy’s known cargo.

1.3.4 Heritage Properties and Known Historic Sites

Consultation of the records for listed and designated heritage properties and known historic sites within the document entitled *Town Heritage Register* (Town of Wasaga Beach, 2008), and *Directory of Federal Heritage Designations* (Parks Canada, 2012) confirmed the presence of a property and a site that have been municipally recognized for their cultural heritage or historical significance in proximity (i.e., within 300 metres) of the study areas.

In 2007, Beck Square was recognized by the *Town of Wasaga Beach* as a heritage property. Located on the northwest corner of Mosley Street and 1st Street North and north of option D, it was the location of the first municipal buildings including the first town hall, police station, chamber of commerce and post office. Currently, it is a parkette marked with a commemorative plaque detailing the local history.

In 1923, the *Historic Sites and Monument Board of Canada* designated HMS Nancy as a national historic event. HMS Nancy was burned by the Americans in 1814 during the war of 1812. It is located on Nancy Island, southwest of crossing D, where a museum with the remnants of the schooner now resides.

2.0 ANALYSIS AND CONCLUSIONS

A review of field conditions was carried out on July 30th, 2012. Images are presented in *Appendix B*.

2.1 Identified Deep and Extensive Disturbances

Areas identified as having been subjected to deep and extensive disturbance include existing paved and gravel roadways, residences, the Ontario Parks store, and the Wasaga Beach Library (*see Images 3, 4, 8, 9, 11, 15, 17; Maps 3-7*). The construction and paving of these roadways and buildings would have caused extensive and deep disturbance to any archaeological resources that could have been present, thus resulting in the removal of archaeological potential.

2.2 Identified Areas of Archaeological Potential

A review of physiographic features has indicated that Nottawasaga River (*see Map 1*) is adjacent to the study areas. Therefore, the study areas are considered to have high archaeological potential. Areas of the study areas that still contain archaeological potential include undisturbed manicured lawns and woodlots (*see Images 1-4, 6-11, 14-17; Maps 3-7*).

3.0 RECOMMENDATIONS

The Stage 1 archaeological assessment of four proposed bridge locations in the Town of Wasaga has indicated that, based on historical documentation and the visual documentation of suitable physiographic features, there is potential for the recovery of sub-surface historic Euro-Canadian and prehistoric Aboriginal archaeological resources within undisturbed portions of each bridge site. In light of these results, the following recommendations are presented:

1. The roadways, parking lots, and structures are considered to have had their archaeological potential removed. Therefore, it is recommended that these areas be exempted from further assessment.

Areas determined to still contain archaeological potential, consisting of undisturbed manicured lawns and woodlots, are recommended to be subjected to a Stage 2 archaeological assessment following the selection of the preferred bridge site and the completion of the detailed design.

The Stage 2 AA should commence with a property survey to assess current land conditions, and to determine appropriate fieldwork strategies. Undisturbed portions of the study area that have not been agriculturally active land in the recent past, or cannot be subjected to ploughing, should be subjected to a shovel test pit form of survey at 5-metre intervals, according to the standards outlined in the Standards & Guidelines for Consultant Archaeologists (MTCS, 2011).

Should significant archaeological resources be encountered, additional background research or fieldwork may be required by the *Ministry of Tourism, Culture and Sport*.

The above recommendations are subject to MTCS approval. No excavation activities shall take place within the study area prior to the MTCS (Heritage Operations Unit) confirming in writing that all archaeological licensing and technical review requirements have been satisfied.

4.0 ADVICE ON COMPLIANCE WITH LEGISLATION

1. This report is submitted to the MTCS as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the *Ministry of Tourism, Culture and Sport*, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.
2. It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licenced archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licenced archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.
3. Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licenced consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the *Ontario Heritage Act*.
4. The *Cemeteries Act*, R.S.O. 1990 c. C.4 and the *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the *Ministry of Consumer Services*.

5.0 BIBLIOGRAPHY AND SOURCES

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APPENDIX A: MAPS



Map 1: National Topographical System Map (Natural Resources Canada, 1999) identifying proposed bridge site locations.

Stage 1 AA: Proposed Bridge Locations Across the Nottawasaga River Within Parts of Concession 16, Lots 6-9, Town of Wasaga Beach, Geographic Township of Sunnisdale, County of Simcoe, Ontario



Map 2: Study area within the Simcoe Supplement in the Illustrated Historical Atlas of the Dominion of Canada (H. Belden, 1881)

Stage 1 AA: Proposed Bridge Locations Across the Nottawasaga River Within Parts of Concession 16, Lots 6-9, Town of Wasaga Beach, Geographic Township of Sunnidale, County of Simcoe, Ontario



Map 3: Stage 1 AA of Crossing A, with photo locations marked.

Stage 1 AA: Proposed Bridge Locations Across the Nottawasaga River Within Parts of Concession 16, Lots 6-9, Town of Wasaga Beach, Geographic Township of Sunnidale, County of Simcoe, Ontario



Map 4: Stage 1 AA of Crossing B, with photo locations marked.

**Stage 1 Archaeological Assessment:
Crossing B of Proposed Bridge Locations
Across the Nottawasaga River within parts of
Concession 16, Lots 6-9, Town of
Wasaga Beach, Geographic Township of
Sunnidale, County of Simcoe, Ontario**

- Archaeological Potential
- Possibly Disturbed - Low Archaeological Potential
- # Photo Location

Metres
0 50 100

Drawn by: DJ
Date: Aug 2, 2012

archeoworks inc.



Map 5: Stage 1 AA of Crossing C, with photo locations marked.



<p>Stage 1 Archaeological Assessment: Crossing D of Proposed Bridge Locations Across the Nottawasaga River within parts of Concession 16, Lots 6-9, Town of Wasaga Beach, Geographic Township of Sunnidale, County of Simcoe, Ontario</p>	<ul style="list-style-type: none"> Archaeological Potential Possibly Disturbed - Low Archaeological Potential # Photo Location 		<p>Archeoworks Inc.</p>	<p>Drawn by: DJ Date: Aug 2, 2012</p>
--	---	--	-------------------------	---

Map 6: Stage 1 AA of Crossing D, with photo locations marked.

Stage 1 AA: Proposed Bridge Locations Across the Nottawasaga River Within Parts of Concession 16, Lots 6-9, Town of Wasaga Beach, Geographic Township of Sunnidale, County of Simcoe, Ontario

APPENDIX B: IMAGES Crossing A



Image 1: Looking southeast at a residence and river access route.



Image 2: Looking south at residence.



Image 3: Looking north at access road surrounded by woodland.



Image 4: Looking northeast along River Road West at edge of woodland.

Stage 1 AA: Proposed Bridge Locations Across the Nottawasaga River Within Parts of Concession 16, Lots 6-9, Town of Wasaga Beach, Geographic Township of Sunniddle, County of Simcoe, Ontario

Crossing B



Image 5: Looking southeast along 16th Street South at the Nottawasaga River



Image 6: Looking east at residences.



Image 7: Looking north at woodland.



Image 8: Looking north at Residence and manicured lawn.

Stage 1 AA: Proposed Bridge Locations Across the Nottawasaga River Within Parts of Concession 16, Lots 6-9, Town of Wasaga Beach, Geographic Township of Sunnidale, County of Simcoe, Ontario

Crossing C



Image 9: Looking west at residence and river access route.



Image 10: Looking northwest at woodlot.



Image 11: Looking northwest at residence.

Crossing D



Image 12: Looking southeast along 2nd Street North at the Nottawasaga River



Image 13: Looking south at Nancy Island Historic Site Parking Lot and Ontario Parks store.



Image 14: Looking north along Access Road at residences.



Image 15: Looking northeast at Wasaga Beach Library.

Stage 1 AA: Proposed Bridge Locations Across the Nottawasaga River Within Parts of Concession 16, Lots 6-9, Town of Wasaga Beach, Geographic Township of Sunnidale, County of Simcoe, Ontario

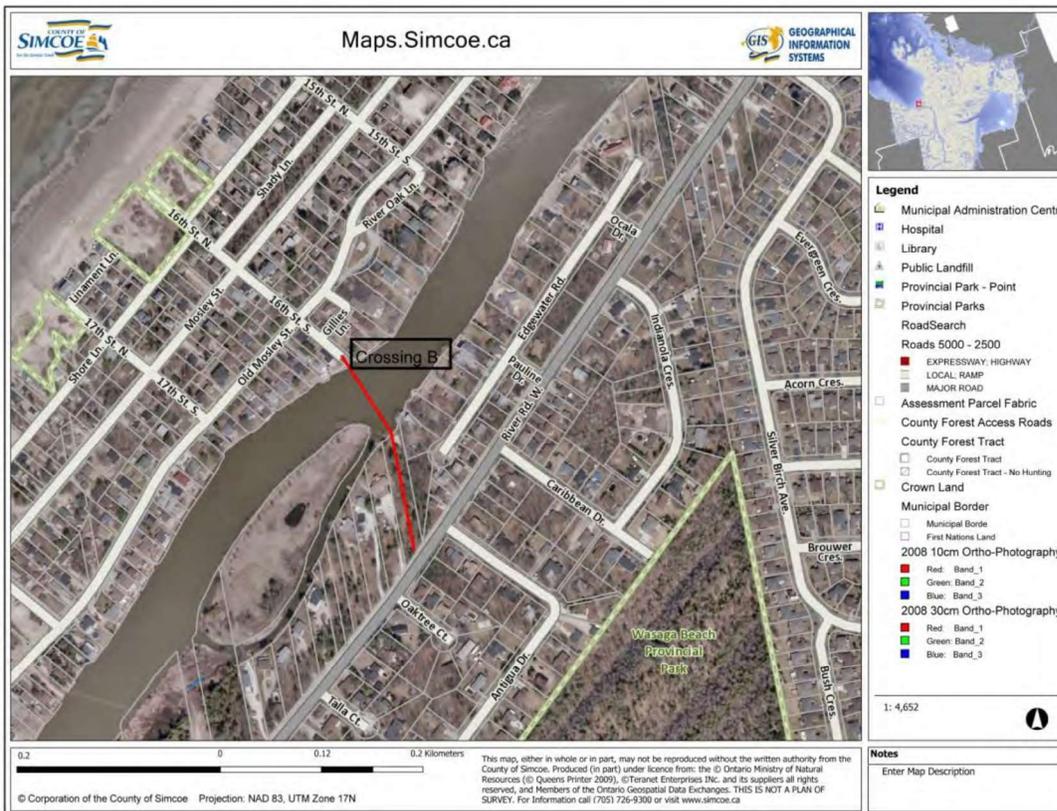


Image 16: Looking north at manicured lawn and woodlot.

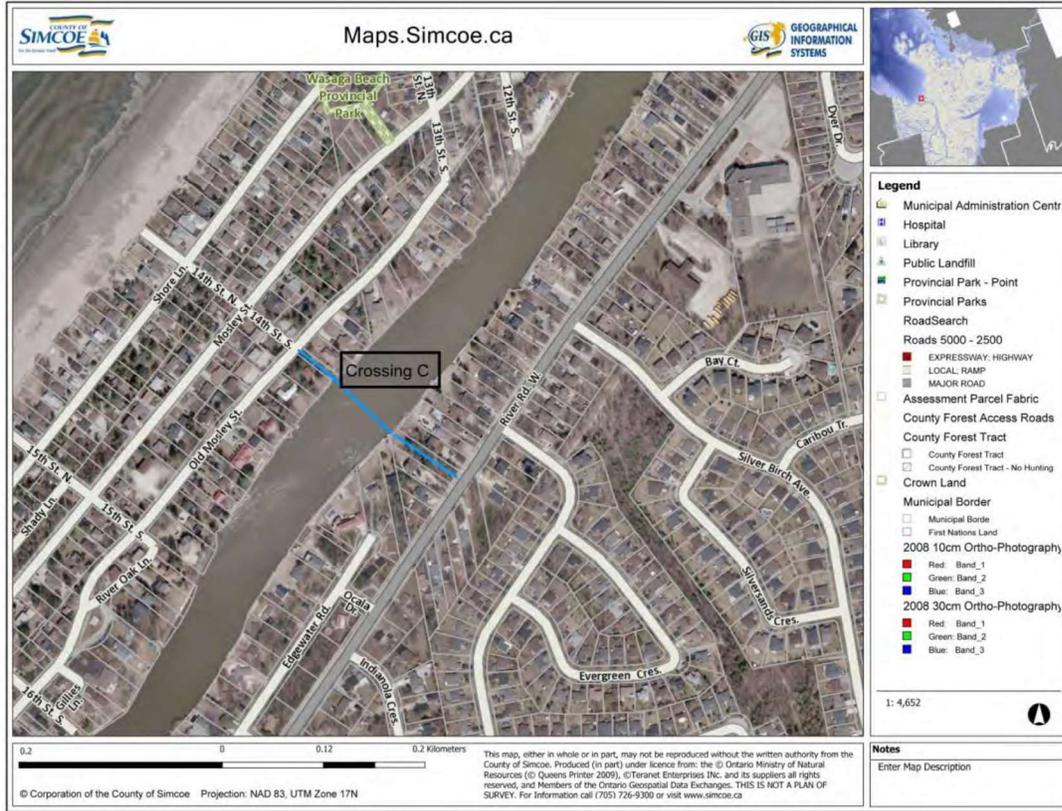


Image 17: Looking northwest at residence.

APPENDIX C: Proposed Bridge Locations



Stage 1 AA: Proposed Bridge Locations Across the Nottawasaga River Within Parts of Concession 16, Lots 6-9, Town of Wasaga Beach, Geographic Township of Sunnidale, County of Simcoe, Ontario



Stage 1 AA: Proposed Bridge Locations Across the Nottawasaga River Within Parts of Concession 16, Lots 6-9, Town of Wasaga Beach, Geographic Township of Sunnidale, County of Simcoe, Ontario

APPENDIX D: Checklist for Determining Archaeological Potential

Feature of Archaeological Potential		Yes	No	Unknown	Comment
1	Known archaeological sites within 300 m?	X			If Yes, potential confirmed
Physical Features		Yes	No	Unknown	Comment
2	Is there water on or near the property?	X			If Yes, potential confirmed
2a	Presence of primary water source within 300 metres of the study area (lakes, rivers, creeks)	X			If Yes, potential confirmed
2b	Presence of secondary water source within 300 metres of the study area (springs, marshes, swamps, intermittent streams)		X		If Yes, potential confirmed
2c	Features indicating past presence of water source within 300 metres (former shorelines, relic water channels, beach ridges)		X		If Yes, potential confirmed
3	Elevated topography (knolls, drumlins, eskers, plateaus, etc)		X		If Yes to two or more of 3-5 or 7-10, potential confirmed
4	Pockets of sandy soil in clay or rocky area		X		If Yes to two or more of 3-5 or 7-10, potential confirmed
5	Distinctive land formations (mounds, caverns, waterfalls, peninsulas, etc)		X		If Yes to two or more of 3-5 or 7-10, potential confirmed
Cultural Features		Yes	No	Unknown	Comment
6	Is there a known burial site or cemetery that is registered with the Cemeteries Regulation Unit on or directly adjacent to the property?		X		If Yes, potential confirmed
7	Associated with food or scarce resource harvest areas (traditional fishing locations, agricultural/ berry extraction areas, etc)	X			If Yes to two or more of 3-5 or 7-10, potential confirmed
8	Indications of early Euro-Canadian settlement (monuments, cemeteries, structures, etc) within 300 metres		X		If Yes to two or more of 3-5 or 7-10, potential confirmed
9	Associated with historic transportation route (historic road, trail, portage, rail corridor, etc) within 100 metres of the property		X		If Yes to two or more of 3-5 or 7-10, potential confirmed
Property-specific Information		Yes	No	Unknown	Comment
10	Contains property designated under the Ontario Heritage Act		X		If Yes to two or more of 3-5 or 7-10, potential confirmed
11	Local knowledge (aboriginal communities, heritage organizations, municipal heritage committees, etc)		X		If Yes, potential confirmed
12	Recent ground disturbance, not including agricultural cultivation (post-1960, extensive and deep land alterations)	X	X		If Yes, low archaeological potential is determined

APPENDIX E: Inventory of Documentary and Material Record

Project Information:			
Project Number:		091-WA766-12	
Licencee:		Jessica Marr	
MTCS PIF:		P334-227-2012	
Document/ Material		Location	Comments
1.	Written Field Notes, Annotated Field Maps	Archeoworks Inc., 16715-12 Yonge Street, Suite 1029, Newmarket, ON, Canada, L3X 1X4	Stored on Archeoworks network servers
2.	Field (Digital)	Archeoworks Inc., 16715-12 Yonge Street, Suite 1029, Newmarket, ON, Canada, L3X 1X4	Stored on Archeoworks network servers
3.	Research/ Analysis/ Reporting Material	Archeoworks Inc., 16715-12 Yonge Street, Suite 1029, Newmarket, ON, Canada, L3X 1X4	Stored on Archeoworks network servers

Under Section 6 of Regulation 881 of the *Ontario Heritage Act*, *Archeoworks Inc.* will, “keep in safekeeping all objects of archaeological significance that are found under the authority of the licence and all field records that are made in the course of the work authorized by the licence, except where the objects and records are donated to Her Majesty the Queen in right of Ontario or are directed to be deposited in a public institution under subsection 66 (1) of the Act.”

Appendix E

Notice of Commencement & Related Letters

Nicole Sartor

From: Dave Ellis [ellis@ainleygroup.com]
Sent: May 25, 2012 11:29 AM
To: Nicole Sartor
Subject: FW: Bell Canada - updated contact information

Hi Nicole,

See new Bell contact information below. Our communication plan for the Wasaga Beach EA should be updated as I believe you had listed Colin Bonnell as the Bell contact.

Regards, Dave

Dave Ellis, P.Eng.
Ainley Group, Collingwood Office
Tel: (705) 445-3451 Ext. 217
Fax: (705) 445-0968

CAUTION: The information contained in and/or attached to this transmission is solely for the use of the intended recipient. Any copying, distribution or use by others, without the express written consent of the Ainley Group, is strictly prohibited. The recipient is responsible for confirming the accuracy and completeness of the information with the originator. Please advise the sender if you believe this message has been received by you in error.

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

From: Mike Neumann [mailto:neumann@ainleygroup.com]
Sent: October 2, 2011 1:50 AM
To: Mark MacLeod; Mike Kusiar; Tom Nollert; 'Dave Ellis'; Sean Sexsmith; Marvin Ponce; Ariane Stewart
Subject: FW: Bell Canada - updated contact information

See below. Please pass along to anyone that may need this. Thanks

From: Kevin Lalonde [mailto:publicworksdirector@wasagabeach.com]
Sent: September-30-11 2:23 PM
To: 'Mike Neumann'
Subject: FW: Bell Canada - updated contact information

Hi Mike,
Please see below - For your information and circulation internally.
Regards,

--

Kevin Lalonde, P.Eng.
Director of Public Works

Town of Wasaga Beach
30 Lewis Street
Wasaga Beach, ON
L9Z 1A1

Office (705) 429-2540 Ext. 2302
Fax (705) 429-8226
Cell (705) 443-7540

From: Twyla Nicholson [mailto:clerk@wasagabeach.com]
Sent: September 30, 2011 11:36 AM
To: 'Ray Kelso'; 'Kevin Lalonde'; 'Pam Archdekin'; 'Tracey Jarratt'; 'Doug Herron'; 'Debbie Wulff'; 'Sue Carnovale'; 'Monica Quinlan'; 'Kathy Wilson'
Subject: FW: Bell Canada - updated contact information

FYI

Twyla Nicholson, CMM111
Town Clerk
Town of Wasaga Beach
30 Lewis Street
Wasaga Beach, ON L9Z 1A1
Tel: 705-429-3844 ex 2223
Fax: 705-429-6732
email: clerk@wasagabeach.com
www.wasagabeach.com

From: colin.bonnell@bell.ca [mailto:colin.bonnell@bell.ca]
Sent: Thursday, September 29, 2011 10:19 AM
To: clerk@wasagabeach.com
Cc: wendy.lefebvre@bell.ca; cameron.bell@bell.ca
Subject: Bell Canada - updated contact information

Hello,

Please be advised that Bell has undergone some re-organization and all correspondence (i.e. Notice of Decisions, Planning notification, etc..) should directed to:

Wendy Lefebvre
Bell Canada
136 Bayfield Street,
Floor 2,
Barrie, On
L4M 3B1

Thank you.

--

Regards,

Colin Bonnell
Right of Way Manager (613)
Bell Canada

WE HAVE MOVED - UPDATED ADDRESS BELOW
140 Bayfield St., Fl. 2
Barrie, Ontario
L4M 3B1

Office: (705) 722-2236 Toll Free: (800) 394-7740

26/06/2012

Fax: (705) 722-2263



TOWN OF WASAGA BEACH CLASS ENVIRONMENTAL ASSESSMENT NOTTAWASAGA RIVER BRIDGE NOTICE OF STUDY COMMENCEMENT

In order to ease anticipated future traffic issues in the Town of Wasaga Beach, the Town is undertaking a Class Environmental Assessment Planning Process (Schedule C) to consider long range planning for the possible future construction of a new bridge crossing of the Nottawasaga River. Should it be determined that a new bridge is the best solution to ease future anticipated traffic congestion, it is anticipated that the actual construction of the bridge will not take place within a normal (ten to twenty year) planning forecast. At this time, it is the Town's intention to have all planning completed well in advance of any actual bridge design and construction. The location of the potential crossing would be at some point between the existing Schoonertown and Main Street bridges. The Class Environmental Assessment Planning Process will take into consideration vehicular, recreational (snowmobile) and pedestrian traffic. The Planning Process will be undertaken in accordance with Town Reports and Studies, including the Town's Official Plan, the 2006 Transportation Study Update (December 2006, rev. April 2007), the Active Transportation Plan for the Town of Wasaga Beach (August 2008), the Wasaga Beach Tourism Strategy (November 2007), Opportunity Wasaga: Beach Areas One and Two Strategic Vision (December 2011) and Wasaga Beach Parks, Facilities and Recreation Master Plan (2012). The suggestion of a vehicular crossing of the Nottawasaga River was mentioned in the 2006 Transportation Study Update. The need for pedestrian crossings was identified in the Active Transportation Plan for the Town of Wasaga Beach and Opportunity Wasaga: Beach Areas One and Two Strategic Vision. It is noted that a "Do Nothing" option will be assessed in addition to various bridge location options.

The Town has retained Ainley Group to complete and document a Schedule C Class EA planning process, as outlined by the Municipal Class EA Document, October 2000, as amended in 2007 & 2011. The Town proposes to hold a Public Information Centre (PIC) in August 2012 to present the Phase 2 Recommended Solution and to obtain comments on the Recommended Solution and the planning process. A Notice will be issued in advance of the PIC.

For further information on this Class EA, to provide input or comments or be placed on the mailing list to receive further project information, please contact either of the Project Managers listed below. Comments on the Notice of Study Commencement will be received until June 20, 2012.

This Notice issued June 1, 2012.

Mr. Michael Pincivero, P.Eng.
Public Works Engineer
Wasaga Beach Public Works
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540
Fax: (705) 429-8226
Email: pwengineer@wasagabeach.com

Nicole Sartor, P.Eng.
Project Engineer
Ainley Group
280 Pretty River Parkway
Collingwood, Ontario
L9Y 4J5
Tel: (705) 445-3451
Fax: (705) 445-0968
Email: sartor@ainleygroup.com

June 1, 2012

File No. 112026

THIS LETTER SENT TO ATTACHED LIST

«Title» «First_Name» «Last_Name», «Title1»
«Agency»
«Department»
«Address_1», «Address_2»
«City_Prov», «Postal_Code»
«email»

Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Study Commencement**

Dear «Title» «Last_Name»:

We have been retained by the Town of Wasaga Beach to document a Class EA planning process to consider long range planning for the possible future construction of a new bridge crossing of the Nottawasaga River. The purpose of a new bridge is to ease future anticipated traffic congestion, provide for a pedestrian crossing of the River and consider recreational (snowmobile) usage. Please see the attached copy of the Notice of Study Commencement, which will appear in the local newspaper on June 6 and June 13, 2012.

Please contact the undersigned if you have any comments or questions with respect to this Notice.

Yours truly

AINLEY & ASSOCIATES LIMITED



Nicole Sartor, P. Eng.
Encl.

cc: Michael Pincivero, P. Eng., Public Works Engineer

Town of Wasaga Beach
Nottawasaga River Bridge Class EA

Title	First Name	Last Name	Title	Agency	Department	Address 1	Address 2	City, Prov.	Postal Code
Chief James	R. Marsden			Alderville First Nations		11696 Second Line	Box 46	Roseneath, ON	K0K 2X0
Chief Roland	Monaque, Jr.			Beausoleil First Nations		1-O-Gema Street		Christian Island, ON	L0K 1C0
Mr. Colin	Bonnell			Bell Canada		136 Bayfield Street	Floor 12	Barrie, ON	L4M 3B1
Ms. Maureen	Marshall			Bell Canada		444 Millard Ave.		Newmarket, ON	L3Y 2A3
Chief Donna	Scott	Big Canoe		Chiefs of Ontario	Administrative Office	111 Peter Street	Suite 804	Toronto, ON	M5V 2H1
Chief Lee	Allen	Chippewas of Nawash First Nation		Chippewas of Nawash First Nation	dbigcanoe@geocimsland.com	RR#2	Box 12	Sutton West, ON	L0E 1R0
Mr. Mark	Aitken	County of Simcoe	CAO	County of Simcoe	Administration Centre	RR-5		Warton, ON	N0H2T0
Mr. Allan	Greenwood	County of Simcoe	Manager, Corporate Community	County of Simcoe	Administration Centre	1110 Highway #26		Midhurst, ON	L0L 1X0
Mr. Jim	Hunter	County of Simcoe	Director, Transportation	County of Simcoe	Administration Centre	1110 Highway #26		Midhurst, ON	L0L 1X0
Mr. Bryan	Mackell	County of Simcoe	Director of Planning	County of Simcoe	Administration Centre	1110 Highway #26		Midhurst, ON	L0L 1X0
Mr. Rick	Newlove	County of Simcoe	Gen. Mgr. Of Corp. Services	County of Simcoe	Administration Centre	1110 Highway #26		Midhurst, ON	L0L 1X0
Chief Keith	Knott	Curve Lake First Nation		Curve Lake First Nation	duytoconsult@curvelakefn.ca				
Mr. Jonathan	Allen	Department of Indian & Northern Affairs Canada	Team Leader	Department of Indian & Northern Affairs Canada		1430-25 Eddy St.		Gatineau, QC	K1A 0H4
Mr. Don	Boswell	Department of Indian & Northern Affairs Canada	Senior Claims Analyst	Department of Indian & Northern Affairs Canada	Specific Claims Branch, Ontario Research Team	10 Wellington St.	Rm 1310	Gatineau, QC	K1A 0H4
Mr. Kevin	Clement	Department of Indian & Northern Affairs Canada	ADirector	Department of Indian & Northern Affairs Canada	Litigation Management & Resolution Branch	10 Wellington St.		Gatineau, QC	K1A 0H4
Mr. Marc-Andre	Millaire	Department of Indian & Northern Affairs Canada	Litigation Team Leader for Ontario	Department of Indian & Northern Affairs Canada	Litigation Management & Resolution Branch	10 Wellington St.		Gatineau, QC	K1A 0H4
Mr. Guy	Morin	Department of Indian & Northern Affairs Canada	Policy Analyst	Department of Indian & Northern Affairs Canada	Treaties and Aboriginal Government	10 Wellington St.	8th Floor	Gatineau, QC	K1A 0H4
Ms. Colleen	O'Meara	Dept. of Fisheries & Oceans	Bayfield Institute	Dept. of Fisheries & Oceans		867 Lakeshore Road, Box 5050		Burlington, ON	L7R 4A6
Mr. Glenn	Gilbert	Department of Indian & Northern Affairs	Manager, Environmental Unit	Department of Indian & Northern Affairs	Land and Trust Services	25 St. Clair Ave. East	8th Floor	Toronto, ON	M4T 1M2
Mr. Jamie	Comper	Department of Indian & Northern Affairs		Department of Indian & Northern Affairs	EACcoordination_ON@mac-a-inc.qc.ca				
Mr. James	Duarte	Enbridge	Planning & Design Analyst	Enbridge		500 Consumers Rd.	4th Floor	North York, ON	M2J 1P8
Ms. Gail	Best	Enbridge	Sale Develop. Represent.	Enbridge Gas		498 Markland Street Unit 1		Markham, ON	L6C 1Z6
Mr. Luke	Cechetto	Enbridge Gas	Const. (Existing Dev.)	Enbridge Gas		10 Churchill Dr.		Barrie, ON	L4N 8Z5
Ms. Shelley	Van Sickle	Enbridge Gas	Manager of Planning, Special Projects	Enbridge Gas		10 Churchill Dr.		Barrie, ON	L4N 8Z6
Ms. Sheila	Allan	Environment Canada	A-Head Environ. Assess.	Environment Canada		500 Consumers Rd.	Box 5050	North York, ON	M2J 1P8
Ms. Brenda	Laurin	Georgian Bay Metis Council	President	Georgian Bay Metis Council		867 Lakeshore Rd.	Box 4	Burlington, ON	L7R 4A6
Chief Laurie	Carr	Hiawatha First Nations		Hiawatha First Nations	learr@hiawathafn.ca	R.R.#2		Keene, ON	K0L 2G0
Ms. Heather	Bastien	Huron Wendat Council		Huron Wendat Council		255, Place Michel Laveau		Wendake, QC	G0A 4V0
Mr. Luc	Lainé	Indian and Northern Affairs	Environmental Officer	Indian and Northern Affairs		255, Place Michel Laveau		Wendake, QC	G0A 4V0
Mr. Daniel	Johnson	Indian and Northern Affairs	Manager, Assessment & Historical Resources	Indian and Northern Affairs Canada		25 St. Clair Ave. East	8th Floor	Toronto, ON	M4T 1M2
Mr. Sean	Darcy	Indian and Northern Affairs Canada	Consultation Assessment Coordinator	Indian and Northern Affairs Canada		10 Wellington St.		Gatineau, QC	K1A 0H4
Mr. James W.	Wagar	Metis Nation of Ontario	Metis Consultation Unit	Metis Nation of Ontario - Head Office		Unit 222		Toronto, ON	M5A 2P9
Ms. Wendy	Cornet	Ministry of Aboriginal Affairs	Senior Policy Advisor	Ministry of Aboriginal Affairs		Unit D		Ottawa, ON	K1N 9G4
Mr. Francois	Lachance	Ministry of Aboriginal Affairs	Advisor	Ministry of Aboriginal Affairs	Aboriginal and Ministry Relationships Branch	160 Bloor St. E.	9th Floor	Toronto, ON	M7A 2E6
Mr. Martin	Rukavina	Ministry of Aboriginal Affairs	Director	Ministry of Aboriginal Affairs	Aboriginal and Ministry Relationships Branch	720 Bay Street	4th Floor	Toronto, ON	M5G 2K1
Ms. Pam	Wheaton	Ministry of Aboriginal Affairs	Director	Ministry of Aboriginal Affairs	Aboriginal and Ministry Relationships Branch	160 Bloor St. E.	9th Floor	Toronto, ON	M7A 2E6
Mr. Brian	Cardy	Ministry of Agriculture Food & Rural Aff.	Rural Planner	Ministry of Agriculture Food & Rural Aff.		160 Bloor St. E.	9th Floor	Toronto, ON	M7A 2E6
Mr. Ray	Valaitis	Ministry of Tourism, Culture and Sport	Manager	Economic Dev. Div., Rural Community Dev.Br.		1 Stone Rd. W.	4th Floor	Guelph, ON	N1G 4Y2
Mr. Chris	Schiller	Ministry of Econ. Dev. And Trade	District Manager	Culture Services Unit		R.R.#3, 95 Dundas St.		Brighton, ON	K0K 1H0
Ms. Cindy	Hood	Ministry of Environment	EA Coordinator	Ministry of Environment		401 Bay Street	Suite 1700	Toronto, ON	M7A 0A7
Ms. Churnmei	Lui	Ministry of Environment - Central Region	EA Coordinator	Ministry of Environment - Central Region		2284 Nursery Road		Midhurst, ON	L0L 1X0
Mr. Tim	Haldenby	Ministry of Municipal Affairs & Housing	Manager, Planning Projects	Municipal Services Office - Central Ontario		54 Cedar Pointe Drive	Unit 1203	Barrie, ON	L4N 5R7
Mr. Darryl	Lyons	Ministry of Municipal Affairs & Housing	Senior Planner (Acting)	Central Region Office		5775 Yonge St, 9th Fl.		Toronto, ON	M2M 4J1
Mr. Graham	Findlay	Ministry of Natural Resources	Area Biologist	District Office		400 University Ave.		Toronto, ON	M7A 1T7
Ms. Kathy	Woeller	Ministry of Natural Resources	District Planner	District Office		777 Bay Street	2nd Floor	Toronto, ON	M5G 2E5
Mr. Greig	Stewart	Ministry of Culture	Regional Advisor	Simcoe Regional Office		2284 Nursery Road		Midhurst, ON	L0L 1X0
Ms. Shelley	Gray	Mississauga of Alderville First Nation	Consultation Coordinator	Midhurst District Office		2284 Nursery Road		Midhurst, ON	L0L 1X0
Chief Tracy	Gauthier	Mississauga of Scougog Island	President	Mississauga of Scougog Island	Tgauthier@scugogfirstnation.com	P.O. Box 4		Roseneath, ON	K0K 2X0
Mr. Larry	Duval	Moose Deer Point First Nation	Director	Moose Deer Point First Nation		22521 Island Road	R.R.#5	Port Perry, ON	L9L 1B6
Mr. Richard	Saunders	Native Affairs Secretariat	Director	Native Affairs Secretariat		7678 McNiece Cres.	Box 386	Washago, ON	L0K 2B0
Mr. Chris	Hilberd	Notawasaga Valley Conservation Authority	Director, Planning Services	Notawasaga Valley Conservation Authority		P.O. Box 119		Mactier, ON	P0C 1H0
Mr. Glenn	Switzer	Nottawasaga Valley Conservation Authority	Director of Engineering	Nottawasaga Valley Conservation Authority		8195 8th Line	4th Floor	Utopia, ON	L0M 1T0
						8195 Con. Line 8		Utopia, ON	L0M 1T0

Town of Wasaga Beach
Nottawasaga River Bridge Class EA

Title	First Name	Last Name	Title	Agency	Department	Address 1	Address 2	City, Prov.	Postal Code
Mr.	Wayne	Wilson	CAO	Nottawasaga Valley Conservation Authority		8195 Con. Line 8		Utopia, ON	L0M 1T0
Mr.	Jeffrey	Beiker	Senior Policy Analyst	Office of the Federal Interlocutor for Metis and non-status Indians		66 Slater Street	Rm 1225	Ottawa, ON	K1A 0H4
Ms.	Wanda	McGonigle		Ojibways of Hiawatha First Nation		RR#2		Keene, ON	K0L 2G0
Mr.	Wayne	White		Ontario Clean Water Agency		100 Woodland Drive		Wasaga Beach, ON	L9Z 2V4
Const. Chief	Mark	Kinney	Community Policing Officer	Ontario Provincial Police		1000 River Road West		Wasaga Beach, ON	L9Z 2K6
Mr.	Sharon	Stinson Henry		Rama First Nation		244 Newkirk Road		Richmond Hill, ON	L4C 3S5
Mr.	Carsten	Schnuelle	System Planner	Rogers		1 Sperling Drive	Box 8500	Barrie, ON	L4M 6B8
Mr.	Bernie	Cyr	Systems Manager	Rogers Cable Systems		R.R 1		Southampton, ON	N0H2L0
Chief	Randal	Kahqee		Saugeen (First Nation)					
				Scugg First Nations					
Mr.	Ted	Devine	Director	Simcoe County District Health Unit		15 Sperling Drive		Barrie, ON	L4M 6K9
Dr.	Charles	Gardner	Chief Medical Officer	Simcoe County District Health Unit		15 Sperling Drive		Barrie, ON	L4M 6K9
Mr.	Rick	Howse	Central Main, Supervisor	Simcoe County District School Board	Education Centre	1170 Highway #26		Midhurst, ON	L0L 1X0
				Simcoe County Paramedic Services	Administration Centre	1110 Highway #26		Midhurst, ON	L0L 1X0
Ms.	Jennifer	Sharpe	Senior Planner (Acting)	Simcoe Muskoka Catholic District School Board		46 Alliance Blvd.		Barrie, ON	L4M 5K3
Mr.	Ray	Kelso	Manager of Planning & Development	Town of Wasaga Beach		30 Lewis Street		Wasaga Beach, ON	L9Z 1A1
Mr.	Kevin	Lalonde	Director of Public Works	Town of Wasaga Beach		30 Lewis Street		Wasaga Beach, ON	L9Z 1A1
Mr.	Mike	McWilliam	Fire Chief	Town of Wasaga Beach		30 Lewis Street		Wasaga Beach, ON	L9Z 1A1
Mr.	Gerry	Reinders	Manager, Parks and Recreation	Town of Wasaga Beach		30 Lewis Street		Wasaga Beach, ON	L9Z 1A1
Mr.	George	Vadebontcoeur	CAO	Town of Wasaga Beach		30 Lewis Street		Wasaga Beach, ON	L9Z 1A1
				Wahta Mohawk		P.O. Box 327		Bala, ON	P0C 1A0
Mr.	John	Fisher	Park Superintendent	Wasaga Beach Provincial Park (MNR)		11-22nd Street, North		Wasaga Beach, ON	L9Z 2V9
Mr.	Ron	Wheadon	President	Wasaga Beach Snowmobile Club		P.O. Box 67		Wasaga Beach, ON	L9Z 1A2
Mr.	Paul	Trace	Manager Planning & Technical	Wasaga Distribution		950 River Road West		Wasaga Beach, ON	L9Z 2K6
Chief	Robert	Tabobandung Sr.	Chief	Wasatksing First Nation		P.O. Box 250		Parry Sound, ON	P2A 2X4
Ms.	Karry	Sandy-McKenzie	Coordinator	Williams Treaties First Nations		8 Creswick Court		Barrie, ON	L4M 2J7

Nicole Sartor

From: Kathleen Padulo [Kathleen.Padulo@coo.org]
Sent: June 4, 2012 3:38 PM
To: sartor@ainleygroup.com
Cc: Sally Gaikhezheyongai
Subject: FW: correspondence rec'd today

Hi Nicole;

We received your correspondence regarding a Class EA for Nottawasga River Bridge. The Chiefs of Ontario are a coordinating body for 133 First Nations and not a First Nation for the purposes of consulting on an EA.

I encourage you to get in touch with the First Nation communities in the project area regarding this Class EA notification to ensure they are aware of this project.

Chippewas of Nawash and Chippewas of Saugeen should be contacted. I would also contact the Ministry of Aboriginal Affairs for land claims within this area that may be pending.

Sincerely,

Kathleen Padulo
Environment Coordinator
Chiefs of Ontario
(416) 597-1266

From: Margaret Carpenter
Sent: Monday, June 04, 2012 3:04 PM
To: Kathleen Padulo
Subject: correspondence rec'd today

FYI

Chiefs of Ontario
111 Peter Street
Suite 804
Toronto, Ontario
M5V 2H1
Tel: 416-597-1266



Nicole Sartor

From: Zirger, Rosi (MTCS) [Rosi.Zirger@ontario.ca]
Sent: June 5, 2012 12:53 PM
To: sartor@ainleygroup.com
Subject: New Nottawasaga River Bridge - Municipal Class EA

Project: New Nottawasaga River Bridge – Municipal Class EA
Location: Town of Wasaga Beach
MTC File: 43EA071

To: Nicole Sartor, Ainley & Associates Limited

Dear Ms Sartor

On June 4, 2012 the Ministry of Tourism, Culture and Sport (MTCS) received a Notice of Study Commencement for the project mentioned above. As part of the Class Environmental Assessment process, the MTCS has an interest in the conservation of cultural heritage resources including:

- archaeological resources,
- built heritage resources, and
- cultural heritage landscapes.

MTCS would, therefore, be interested in remaining on the circulation list and being informed of the project as it proceeds through the EA process. We would ask that you update your contact list to remove the name of Chris Schiller, and send future notices to **Rosi Zirger A/Heritage Planner at the address below.**

Archaeology:

I understand from our phone conversation on June 5th, 2012, that part of this study is to consider alternate sites for the possible construction of a new bridge crossing of the Nottawasaga River. Our archaeological database indicates numerous known archaeological sites along the Nottawasaga River near Wasaga Beach. Because of this, and the proximity to a primary water source, the project area is considered to have high archaeological potential based on provincial archaeological criteria. Attached is MTCS's Criteria for Evaluating Archaeological Potential, which identifies characteristics of the property that indicate whether archaeological resources might be present and/or impacted.

We recommend that an archaeological assessment by an archaeologist licensed under the Ontario Heritage Act be undertaken for this project including temporary roads/detours or work areas prior the selection of preferred alternative. The assessment reports must conform to the Ministry of Tourism and Culture's *Standards and Guidelines for Consultant Archaeologists* (2011). The licensed archaeologist will forward all completed archaeological assessment reports to the Ministry of Tourism and Culture for review by an Archaeology Review Officer.

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

Best regards,

Rosi Zirger

A/Heritage Planner

Ministry of Tourism, Culture & Sport

Culture Division | Programs and Services Branch | Culture Services Unit

401 Bay Street, 17th Floor

Toronto, Ontario M7A 0A7

Tel. 416.314.7159 | Fax 416.314.7175

rosi.zirger@ontario.ca

“Archaeological potential” is a term used to describe the likelihood that a property contains archaeological resources. This checklist is intended to assist non-specialists screening for the archaeological potential of a property where site alteration is proposed.

Note: for projects seeking a Renewable Energy Approval under Ontario Regulation 359/09, the Ministry of Tourism and Culture has developed a separate checklist to address the requirements of that regulation.

Project Name
Project Location
Proponent Name
Proponent Contact Information

Known Archaeological Sites	Yes	Unknown	No
1. Known archaeological sites within 300 m of property	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Known Archaeological Sites	Yes	Unknown	No
2. Body of water within 300 m of property If yes, what kind of water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Primary water source (lake, river, large creek, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Secondary water source (stream, spring, marsh, swamp, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Past water source (beach ridge, river bed, relic creek, ancient shoreline, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Topographical features on property (knolls, drumlins, eskers, or plateaus)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Pockets of sandy soil (50 m ² or larger) in a clay or rocky area on property	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Distinctive land formations on property (mounds, caverns, waterfalls, peninsulas, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cultural Features	Yes	Unknown	No
6. Known burial site or cemetery on or adjacent to the property (cemetery is registered with the Cemeteries Regulation Unit)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Food or scarce resource harvest areas on property (traditional fishing locations, agricultural/berry extraction areas, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Indications of early Euro-Canadian settlement within 300 m of property (monuments, cemeteries, structures, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Early historic transportation routes within 100 m of property (historic road, trail, portage, rail corridor, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Property-specific Information	Yes	Unknown	No
10. Property is designated and/or listed under the <i>Ontario Heritage Act</i> (municipal register and lands described in Reg. 875 of the <i>Ontario Heritage Act</i>)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Local knowledge of archaeological potential of property (from aboriginal communities, heritage organisations, municipal heritage committees, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Recent deep ground disturbance [†] (post-1960, widespread and deep land alterations)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

[†] Archaeological potential can be determined not to be present for either the entire property or a part(s) of it when the area under consideration has been subject to widespread and deep land alterations that have severely damaged the integrity of any archaeological resources. Deep disturbance may include quarrying or major underground infrastructure development. Activities such as agricultural cultivation, gardening, minor grading and landscaping are not necessarily considered deep disturbance. Alterations can be considered to be extensive or widespread when they have affected a large area, usually defined as the majority of a property.

Scoring the results:

If **Yes** to **any** of **1, 2a, 2b, 2c, 6, 10, or 11** → high archaeological potential – assessment is required

If **Yes** to **two or more** of **3, 4, 5, 7, 8, or 9** → high archaeological potential – assessment is required

If **Yes** to **12 or No** to all of **1 - 10** → **low** archaeological potential – assessment is not required

If 3 or more **Unknown** → an archaeological assessment is required (see note below)

† **Note:** If information requested in this checklist is unknown, a consultant archaeologist licensed under the *Ontario Heritage Act* should be retained to carry out at least a Stage 1 archaeological assessment to further explore the archaeological potential of the property and to prepare a report on the results of that assessment. The Ministry of Tourism and Culture reviews all such reports prepared by consultant archaeologists against the ministry's Standards and Guidelines for Consultant Archaeologists. Once the ministry is satisfied that, based on the available information, the report has been prepared in accordance with those guidelines, the ministry issues an acceptance letter to the consultant archaeologist and places the report into its registry where it is available for public inspection.

Nicole Sartor

From: Liu, Chunmei (ENE) <Chunmei.Liu@ontario.ca>
Sent: June 7, 2012 8:26 AM
To: pwengineer@wasagabeach.com; sartor@ainleygroup.com
Cc: Panko, Dan (ENE); Hood, Cindy (ENE)
Subject: Nottawasaga River Bridge
Attachments: Nottawasaga River Bridge-June7,2012.pdf

Dear Mr. Pincivero and Ms. Sartor,

Please find our comments as attached. If clarification is needed regarding these comments, please contact the undersigned.

Regards,

Chunmei Liu | Environmental Resource Planner | Environmental Assessment Coordinator
Central Region, Ontario Ministry of the Environment | 5775 Yonge Street, 8th Flr | Toronto, Ontario M2M 4J1

Tel: 416-326-4886 | Fax: 416-325-6347 | Email: Chunmei.Liu@ontario.ca | Website: <http://www.ene.gov.on.ca/>



Please consider the environment before printing this email

Ministry of the Environment

Central Region
Technical Support Section

5775 Yonge Street, 8th Floor
North York, Ontario M2M 4J1

Tel.: (416) 326-6700
Fax: (416) 325-6347

Ministère de l'Environnement

Région du Centre
Section d'appui technique

5775, rue Yonge, 8^{ième} étage
North York, Ontario M2M 4J1

Tél. : (416) 326-6700
Télec. : (416) 325-6347



Via Email Only

June 7, 2012

File: EA 01-06-05

Michael Pincivero, P.Eng.
Public Works Engineer
Wasaga Beach Public Works
Town of Wasaga Beach
30 Lewis Street
Wasaga Beach, ON L9Z 1A1

**RE: Nottawasaga River Bridge
Town of Wasaga Beach
Class Environmental Assessment
Notice of Study Commencement**

The Ministry of the Environment (MOE) has received your Notice of Study Commencement for the above noted Environmental Assessment (EA) undertaking. This response acknowledges that the 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, the MOE Central Region is providing the general comments to assist you and your project team members in effectively addressing the following issues:

- Ecosystem Protection and Restoration
- Provincial Policy Statement and Plans
- Surface Water and Groundwater
- Dust and Noise
- Servicing and Facilities
- Waste Materials and Spills
- Mitigation and Monitoring
- Class EA Process
- Aboriginal Consultation

Ecosystem Protection and Restoration

Any impacts to ecosystem form and function must be avoided where possible. The Environmental Assessment 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. The Class EA study

should identify if the following sensitive environmental features are located within or adjacent to the study area and what mitigation measures are needed to minimize the impacts from the proposed activities:

- Areas of Natural and Scientific Interest (ANSIs)
- Watercourses
- Environmentally Sensitive Areas (ESAs)
- Rare Species of Flora or Fauna
- Wetlands
- Woodlots

The ESR must include a sufficient level of information to demonstrate that there will be no negative impacts on these environmental features. The MOE also recommends consulting with the Ministry of Natural Resources (MNR), 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 these sensitive features.

The County of Simcoe and the Town of Wasaga Beach Official Plan policies related to ecosystem protection within the study area should be referenced to ensure that all environmental protection policies are satisfied. The ESR should also discuss the levels of growth proposed for the area, how this proposal addresses those levels of growth, and how any proposed road improvements will affect local traffic flows.

Provincial Policy and Plan

The 2005 *Provincial Policy Statement* contains policies that protect Ontario's Natural Heritage. Applicable policies should be referenced in the ESR, and you should demonstrate how this proposed project is consistent with these policies.

The *Places to Grow Plan* contains policies which guide decisions on a range of issues such as infrastructure planning and land-use planning to ensure that stronger and more prosperous communities are built in the Greater Golden Horseshoe. The ESR should demonstrate how this project adheres to the relevant policies of the *Places to Grow Plan*, including Section 3, which contain policies for Infrastructure to Support Growth.

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, and pollution) are mitigated as part of the proposed undertaking. The MOE's Guideline B-6, *Evaluating Construction Activities Impacting on Water Resources* should be used to plan and construct this project.

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 MOE's *Stormwater Management Planning and Design Manual (2003)* should be referenced in the ESR and utilized when designing stormwater control methods. The MOE recommends 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*.

The MOE recommends preparing a Contingency Plan for dealing with potential adverse effects on surface water (e.g. spills) and groundwater (e.g. well impacts), and including a description of this plan in the ESR.

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. A PTTW application must be accompanied by an assessment of potential effects as noted above, and may require a higher level of detail than what is provided in the ESR. Please note that when significant long-term water taking is proposed, the maximum rate identified in the ESR must not be exceeded in any subsequent PTTW applications. For more information on the application and approval process, The MOE

suggests you refer to the MOE *Permit to Take Water Manual* (April 2005).

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. If dust suppressants are proposed to be used, The MOE recommends the use of non-chloride based compounds to protect water quality.

Servicing and Facilities

Reference to MOE's "D-Series" guidelines - Land Use Compatibility, is recommended to ensure that all applicable ministry procedures are followed in planning for infrastructure and public service facilities.

Subsequent approval requirements should be described in the ESR. Please consult with the MOE's Barrie District Office and the Environmental Approvals Branch (EAB) to determine whether an Environmental Compliance Approval will be required for the proposed works or infrastructures. Consultation with the Barrie District Office and EAB should be documented.

Waste Materials and Spills

All waste generated during construction must be disposed of in accordance with the MOE's requirements.

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. The MOE recommends contacting the MOE's Barrie District Office for further consultation if contaminated sites are present.

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.

The location of any underground storage tanks should be included 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 MOE Spills Action Centre in the Barrie District must be contacted in such an event.

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.

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, The MOE encourages you to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly. The construction and post-construction monitoring plans should be documented in the ESR.

Class EA Process

The ESR should provide clear and complete documentation of the planning process in order to allow traceability of decision-making. It 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, it should identify all concerns that were raised and how they have been addressed throughout the planning process. You should include copies of any comments submitted on the project by interested stakeholders, and your 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 ESR.

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 Approval or other ministerial approvals, approval under the *Canadian Environmental Assessment Act* (CEAA), and conservation authority permits.

Please note that the MOE's guidelines and other information related to the issues noted above are available at www.ene.gov.on.ca under the publications link. The MOE encourages you to review all the available guides and to reference any relevant information in the ESR.

Aboriginal Consultation

Please note that as part of the required stakeholder and agency consultation, you are advised to contact the Ministry of Aboriginal Affairs and the Department of Indian and Northern Affairs to determine potentially affected Aboriginal communities in the project area. Please refer to the website <http://www.ene.gov.on.ca/en/eaab/aboriginal-resources.php> for a list of appropriate government contacts.

Once identified, you are advised to provide notification directly to the Aboriginal Peoples who may be affected by the project and provide them with an opportunity to participate in any planned public consultation sessions and comment on the project.

Thank you for the opportunity to comment on this project. Please ensure that the MOE's Central Region, **EA and Planning Coordinator**, is placed on the project mailing list and forward us a hardcopy of the ESR for our review and comment when a Notice of Completion issued.

Should you or any members of your project team have any questions regarding the above, please feel free to contact me at (416) 326-4886 or via an email: Chunmei.Liu@ontario.ca. Myself or any of Central Region's EA and Planning Coordinators would be pleased to assist you.

Yours truly,



Chunmei Liu
Environmental Assessment and Planning Coordinator
Air, Pesticides and Environmental Planning

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

Nicole Sartor

From: [REDACTED]
Sent: June 11, 2012 2:01 PM
To: Wasaga Engineering; sartor@ainleygroup.com
Subject: Nottawasaga River Bridge Class EA

I kindly request to be added to the mailing list for the above noted project. I wish to receive project information and notices.

[REDACTED]

Nicole Sartor

From: sean.peacock@bell.ca
Sent: June 13, 2012 3:28 PM
To: sartor@ainleygroup.com
Cc: wendy.lefevre@bell.ca
Subject: YOUR FILE 112026

Hello Nicole,

With respect to the proposed Nottawasaga River Bridge in Wasaga Beach, Bell Canada would be interested in a utility position (conduits) within the decking, or side/under mount. As the process evolves please if possible continue to keep us informed.

Thank-You.

Regards,

Sean Peacock
Network Manager
136 Bayfield Ave. Flr 2
Barrie, Ontario
L4M 3B1

tel.....705-722-2361





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

Chief:	James R. Marsden
Councillor:	Dave Mowat
Councillor:	Pam Crowe
Councillor:	Wes Marsden Jr.
Councillor:	Randall Smoke

June 13th, 2012

Att: Nicole Sartor, P.Eng.

**Re: Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Study Commencement**

Dear Nicole,

Thank you for your consultation request to Alderville First Nation regarding the **Class Environmental Assessment for the Nottawasaga River Bridge**, which is being proposed within our Traditional and Treaty Territory. We appreciate the fact that **Ainley Group** and the **Town of Wasaga Beach**, recognizes the importance of First Nations Consultation and that your office is conforming to the requirements within the Duty to Consult Process.

As per the Alderville First Nation Consultation Protocol, your proposed project is deemed a level 3, having minimal potential to impact our First Nations' rights, therefore, please keep Alderville apprised of any archaeological findings, burial sites or any environmental impacts, should any occur.

Although we may not always have representation at all stakeholders meetings, it is our wish to be kept apprised throughout all phases of this project. I can be contacted at the mailing address above or electronically via email, at the email address below.

In good faith and respect,

Dave Simpson
Lands and Resources
Communications Officer
Alderville First Nation

dsimpson@aldervillefirstnation.ca

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

Nicole Sartor

From: Mike Pincivero <pwengineer@wasagabeach.com>
Sent: June 18, 2012 1:17 PM
To: nsartor@ainleygroup.com
Cc: mitchell@ainleygroup.com
Subject: Nottawasaga River EA Mailing List

Hi Nicole.

Further to a recent request, could you please add the following to the above circulation list:

Ray Mickevicius
1700 River Road West
WB, Ontario
L9Z 2S2

Thanks.

Regards,

Mike Pincivero, P.Eng.
Public Works Engineer

Town of Wasaga Beach
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1

Office: (705) 429-2540 ext. 2307

Fax: (705) 429-8226

Cell: (705) 441-4123

pwengineer@wasagabeach.com

Nicole Sartor

From: Graham, Phyllis <Phyllis.Graham@smdhu.org>
Sent: June 22, 2012 2:55 PM
To: sartor@ainleygroup.com
Subject: Letter re Class Environmental Assessment - Nottawasaga River Bridge
Attachments: Nottawasaga River Bridge 07_06_12.pdf

Ms. Sartor, please find attached a letter from Dr. Charles Gardner, Medical Officer of Health, Simcoe Muskoka District Health Unit in response to your letter of June 1st. A signed hard copy of the attached letter is also being mailed to you today. Thank you. Phyl

Phyllis Graham-Crowe
Executive Assistant to the Medical Officers of Health
Ph: 705-721-7520 Ext. 7253
Email: phyllis.graham@smdhu.org
Fax: 705-721-1495

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Thank you.

June 22, 2012

Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, ON L9Y 4J5

Attn: Ms. Nicole Sartor

Re: Class Environmental Assessment – Nottawasaga River Bridge

Dear Ms. Sartor:

Thank you for the opportunity to provide comment on the above matter. Over the past few years, the Simcoe Muskoka District Health Unit has been assisting municipalities throughout our region to plan for and build healthy communities. We have been doing this primarily by providing our 26 upper and lower tier municipalities with feedback on Official Plans and other strategic documents as they are being created or reviewed. Our feedback includes the provision of policy recommendations and implementation suggestions that incorporate the principles of healthy community design and land use planning.

The physical environment is an important determinant of individual and community health. Evidence indicates there is a connection between how a community is designed and a person's ability to be physically active; to be safe from vehicle-related injury when walking, cycling or driving; to have access to safe, affordable and nutritious food; to feel a sense of connection to where they live; and their exposure to air and/or water pollution. Therefore, it is crucial that municipalities provide a built environment that supports people to be healthy. There are many ways a municipality can do this, including:

- Increase urban residential density;
- Increase land use mix;
- Protect agricultural land;
- Increase road and pathway connectivity to promote walking and cycling;
- Provide public transit;
- Provide recreational facilities, meeting places and parks, including bike lanes and paths;
- Enhance streetscape design to improve aesthetics and safety for pedestrians and cyclists;
- Adopt bylaws for smoke-free outdoor spaces;
- Provide shade shelters in parks and other open spaces;
- Improve access to healthy foods through zoning and neighbourhood design to support grocery stores, farmers' markets and community gardens.

□ Barrie:
15 Sperling Drive
Barrie, ON
L4M 6K9
(705) 721-7520
FAX (705) 721-1495

□ Collingwood:
280 Pretty River Pkwy.
Collingwood, ON
L9Y 4J5
(705) 445-0804
FAX (705) 445-6498

□ Cookstown:
2-25 King Street S.
Cookstown, ON
L0L 1L0
(705) 458-1103
FAX (705) 458-0105

□ Gravenhurst:
2-5 Pineridge Gate,
Gravenhurst, ON,
P1P 1Z3
(705) 684-9090
FAX (705) 684-9887

□ Huntsville:
34 Chaffey St.
Huntsville, ON
P1H 1K1
(705) 789-8813
FAX (705) 789-7245

□ Midland:
1156 St. Andrew's Dr.
Box 626, Midland, ON
L4R 4L3
(705) 526-9324
FAX: (705) 526-1513

□ Orillia:
12-575 West St., S.
Orillia, ON
L3V 7N6
(705) 325-9565
FAX (705) 325-2091

To assist municipalities in developing healthy design policy and implementing these types of interventions, the health unit has created [Healthy Community Design: Policy Statements for Official Plans](#). This resource contains policy statements and implementation activities that can be incorporated into a municipality's Official Plan or other strategic documents. By adopting healthy design policies municipalities can protect and preserve their most valuable assets: people and the natural environment.

We appreciate your request for our comments. However, since we are primarily engaged in commenting on Official Plans, we are not able to provide detailed reviews of specific site plans or assessments at this time. I do urge you to consider the policies and healthy design principles included in the resource mentioned above and apply them to any decisions you make regarding the matter before you.

For further information on healthy community design, please contact *Your Health Connection* at 705-721-7520 or 1-877-721-7520 or visit the Healthy Places section of our website at www.simcoemuskokahealth.org.

Sincerely,

ORIGINAL SIGNED BY

Dr. Charles Gardner, MD, CCFP, MHSc, FRCPC
CEO & Medical Officer of Health

CG:BA:jl

Nicole Sartor

From: McLachlan, Amanda (MNR) <Amanda.McLachlan@ontario.ca>
Sent: July 10, 2012 3:06 PM
To: sartor@ainleygroup.com
Cc: Benvenuti, Jodi (MNR)
Subject: Nottawasags Bridge EA notice - MNR comment

Hello Nicole,

As expressed earlier today in our telephone conversation, the Ministry of Natural Resources has received the notice of study commencement for a proposed new Bridge over the Nottawasaga River in the Town of Wasaga Beach.

At this time the Ministry would have an interest in the project from a Species at Risk perspective, more specifically a proposed new bridge would likely occur within regulated habitat of Lake Sturgeon (threatened species) and may require a permit under the Endangered Species Act.

We would also like to be included in any further distribution of materials or studies (such as option development or ESR) to support this application.

If you have any further questions please give me a call.

Thank you,

Amanda McLachlan
District Planner
Midhurst District – MNR
705-725-7546

Nicole Sartor

From: Melanie Arthur <marthur@alderville.ca>
Sent: July 23, 2012 3:56 PM
To: sartor@ainleygroup.com
Subject: Town of Wasaga Beach-Nottawasaga River Bridge
Attachments: Town of Wasaga Beach-Class EA-Nottawasaga River Bridge.pdf

Good afternoon Nicole,

Please view the attached consultation response in regards to your project.
Thank you and have a great day!

Melanie Arthur
Lands and Resources Communications Clerk
Alderville First Nation

Wendy Smeh

From: Patti Young <pyoung@nvca.on.ca>
Sent: November 20, 2012 2:34 PM
To: Wendy Smeh
Subject: FW: Powerline Road Bridge

Hi Wendy, an addendum to our previous comments.

Patti

From: Dave Featherstone
Sent: Tuesday, November 20, 2012 2:27 PM
To: Patti Young
Subject: RE: Powerline Road Bridge

Hi Patti – this looks good. I should have gotten back to you. Recognizing the Town doesn't have a lot of options, I would like to see impact on the riverine wetland minimized to extent possible with consideration of wetland enhancement elsewhere as part of mitigation. This crossing will not affect the deer yard (it's to the south in the Park) and, if our advice is requested, I do not believe this provides any of the elements of critical habitat for EHNS – the crossing location offers small fragmented features which area separated from core habitat by busy roads.

David Featherstone, B.Sc.
Manager, Watershed Monitoring Program
Nottawasaga Valley Conservation Authority
8195 Concession Line 8
Utopia, Ontario
L0M 1T0
P: (705) 424-1479 Ext. 242
F: (705) 424-2115

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From: Patti Young
Sent: November-20-12 1:49 PM
To: Wendy Smeh
Cc: Dave Featherstone
Subject: Powerline Road Bridge

Good afternoon Wendy:

Re: Potential Bridge Across Nottawasaga River, River Road West (at Powerline Road) to Mosley Street

Thank you for your inquiry about NVCA interest in the above mentioned potential project. Staff have the following comments:

- The Nottawasaga River contains fish habitat, including Lake Sturgeon, a Provincially rare species. NVCA has a level 2 agreement with the Department of Fisheries and Oceans, and could provide review comments on this basis NVCA staff, in consultation with DFO staff, are responsible for co-coordinating the review of proposed works that may potentially result in the harmful alteration, disruption or destruction (HADD) of a fish habitat. The harmful alteration, disruption or destruction of fish habitat is prohibited unless authorized by DFO pursuant to Section

35(2) of the *Fisheries Act*. In keeping with DFO's "Policy for the Management of Fish Habitat", no authorizations are issued unless acceptable measures for habitat loss are developed and implemented by the proponent.

- There is a small wetland (approx 1.3 ha) extending from the base of the slope to the river. Willow/alder thicket is present at the base of the slope with a mix of emergent marsh and thicket swamp extending through the central portion to the river's edge. A shallow marsh with standing water was observed in the vicinity of the hydro line to the west of the Powerline ROW during a site visit for a permit associated with an outlet proposed for this area, by the Town. The features below the slope are functional part of the broader river/floodplain system.
- Impacts to the wetland should be minimized to the extent possible. Discharge of runoff and disturbance in the shallow marsh west of the Powerline ROW should be avoided to minimize impacts to amphibian breeding and potential fish spawning habitat.
- NVCA would review development applications to ensure there is no increased flooding or erosion upstream or downstream of the project.
- Sediment and erosion controls should be in place as part of a development application.
- If piers are utilized for construction, NVCA staff would have concerns related to hazards associated with ice jamming.
- NVCA would request a best efforts approach on water quality control, particularly because of the Lake Sturgeon.
- If the development stays between River Road and Mosely street, NVCA would not advise the Town of loss of habitat related to eastern hog nosed snake or deer habitat, but would strongly encourage those working on the project be educated about these species and how to minimize impact to them. NVCA acknowledges that while we can advise the Town on these matters it falls under the mandate of the MNR to address regulatory requirements related to Species at Risk.
- Other issues may arise during the course of review of an application.

Kindest regards,
Patti

Patti Young, B.Sc., MCIP, RPP

Senior Planner, Nottawasaga Valley Conservation Authority, 8195 8th Line, Utopia, ON L0M 1T0
ph 705-424-1479 x 231, f 705-424-2115, pyoung@nvca.on.ca

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Appendix F

Phase 2 Public Information Centre



CONSULTING
ENGINEERS
PLANNERS

Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, Ontario L9Y 4J5
Tel: (705) 445-3451 • Fax: (705) 445-0968
E-mail: collingwood@ainleygroup.com

NATS/112026

May 9, 2013

File No. 112026

This letter sent to the attached list.

Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 1**

Dear Sir/Madam:

The Town of Wasaga Beach initiated a Municipal Class Environmental Assessment in June 2012 to investigate and consider long range planning for the possible future construction of a new bridge crossing of the Nottawasaga River. The purpose of a new bridge is to ease future anticipated traffic congestion, provide for a pedestrian crossing of the River and consider recreational (snowmobile) usage.

Further to the Notice of Study Commencement issued June 1, 2012, the Town plans to hold a Public Information Centre to present the options investigated along with the recommended solution, and to receive comments. Please see the attached copy of the Phase 2 Notice of Public Information Centre, which will appear in the local newspaper on May 9 and May 16, 2013.

Please contact the undersigned if you have any comments or questions with respect to this Notice.

Yours truly

AINLEY & ASSOCIATES LIMITED

Nicole Sartor, P. Eng.
Encl.

cc: Michael Pincivero, P. Eng., Public Works Engineer

RM/bcb/S:\112026\Correspondence\Letter\PIC (May 22 2013) Mailing\Notice of PIC#1 Cover Letter May 22 2013.doc

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Economic Dev. Div., Rural Community Dev.Br.
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Mr. Ray Valaitis Rural Planner
Ministry of Agriculture Food & Rural Aff.
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Ms. Kathy Woeller District Planner
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Simcoe Regional Office
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Dr. Charles Gardner Chief Medical Officer
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Mr. Ray Kelso Manager of Planning & Development
Town of Wasaga Beach
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Mr. Kevin Lalonde Director of Public Works
Town of Wasaga Beach
30 Lewis Street
Wasaga Beach, ON
L9Z 1A1

Mr. Mike McWilliam Fire Chief
Town of Wasaga Beach
30 Lewis Street
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Mr. Gerry Reinders Manager, Parks and Recreation
Town of Wasaga Beach
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Mr. George Vadeboncoeur CAO
Town of Wasaga Beach
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Wahta Mohawk
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Chief Robert Tabobandung Sr. Chief
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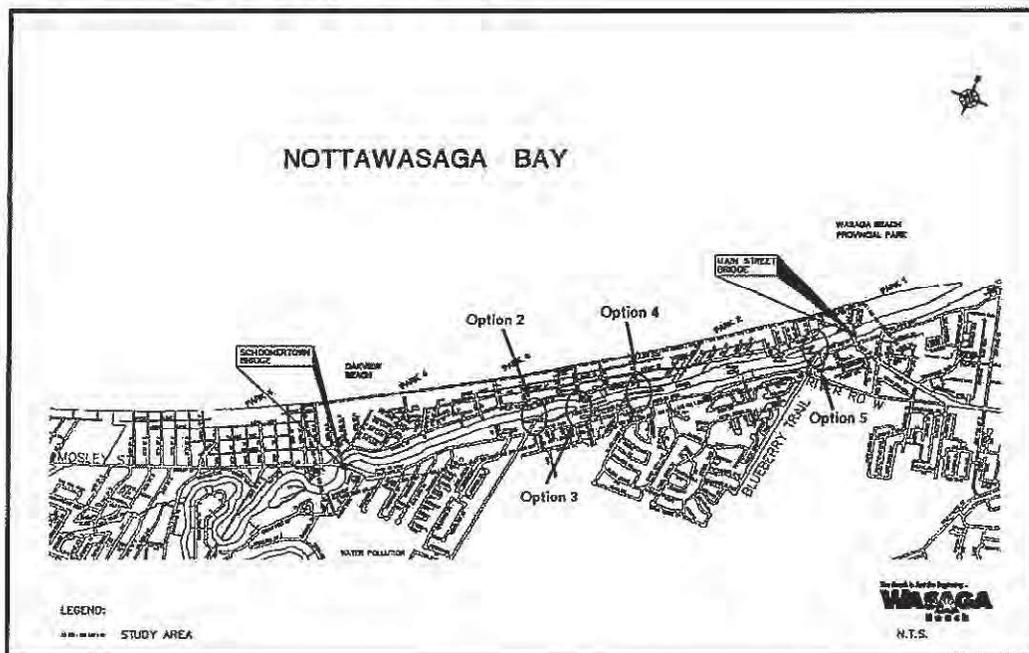
Ms. Karry Sandy-McKenzie Coordinator
Williams Treaties First Nations
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**TOWN OF WASAGA BEACH
CLASS ENVIRONMENTAL ASSESSMENT
NOTTAWASAGA RIVER BRIDGE
PHASE 2 NOTICE OF PUBLIC INFORMATION CENTRE**

Further to the Notice of Study Commencement issued June 1, 2012, the Town of Wasaga Beach is continuing to consider long range planning (beyond the normal ten to twenty year planning forecast) for the possible future construction of a new bridge crossing of the Nottawasaga River in order to ease anticipated future traffic issues.

The Study Area is shown on the map provided below.



Five Options (including Do Nothing) have been identified and evaluated. The Options are as follows:

- Option 1 - Do Nothing
- Option 2 - Build a new bridge in the vicinity of Powerline Road crossing to Mosley Street
- Option 3 - Build a new bridge in the vicinity of River Road West crossing to 16th Street
- Option 4 - Build a new bridge in the vicinity of River Road West to crossing to 14th Street
- Option 5 - Build a new bridge in the vicinity of Nancy Island

The Phase 2 Recommended Solution is Option 2. This Project is being planned as a Schedule C project under the Municipal Class Environmental Assessment. A Public Information Centre is planned to provide further information to the public on the Recommended Solution and to receive input and comment from interested persons. In addition to addressing vehicular traffic issues, this Class EA planning process will take into consideration recreational (snowmobile) and pedestrian traffic.

Public Information Centre

Time: Open House: 7:00 pm to 9:00 pm
Date: Wednesday, May 22, 2013
Location: Wasaga Rec Plex – 1724 Mosley St.

Public input and comment on the Recommended Solution will be incorporated into the planning process. Comments will be received until June 5, 2013. A future Public Information Centre (Phase 3) will be held to present design options for the recommended solution. A Notice will be issued prior to the future PIC date.

If you have any comments or questions, or if you would like to be placed on the mailing list to receive project information, please contact the Consultant undertaking the study.

This notice issued May 9, 2013

Mr. Michael Pincivero, P.Eng.
Public Works Engineer
Wasaga Beach Public Works
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540
Fax: (705) 429-8226
Email: pwengineer@wasagabeach.com

Ms. Nicole Sartor, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario
L9Y 4J5
Phone: (705) 445-3451
Fax: (705) 445-0968
Email: sartor@ainleygroup.com

Barb Bell

From: Barb Bell <bell@ainleygroup.com> on behalf of nsartor@ainleygroup.com
Sent: May 9, 2013 8:58 AM
To: cau-uca@aadnc-aandc.gc.ca
Subject: Notice of Public Information Centre No. 1
Attachments: Aboriginal Affairs_001.pdf

Importance: High

Dear Consultation and Accommodation Unit:

Please find attached Notice of Public Information Centre No. 1 for

Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge

Regards,

Barb Bell, Administrative Assistant

.....

Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario, L9Y 4J5

bell@ainleygroup.com
Voice: (705) 445-3460 Ext. 125
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CONSULTING
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May 9, 2013

File No. 112026

Consulation and Accommodation Unit
Aboriginal Affairs and Northern Development
CAU-UCA@aadnc-aandc.gc.ca
10 Wellington Street
Gatineau, QC, K1A 0H4

Ref: **Town of Wasaga Beach**
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 1

Dear Sir/Madam:

The Town of Wasaga Beach initiated a Municipal Class Environmental Assessment in June 2012 to investigate and consider long range planning for the possible future construction of a new bridge crossing of the Nottawasaga River. The purpose of a new bridge is to ease future anticipated traffic congestion, provide for a pedestrian crossing of the River and consider recreational (snowmobile) usage.

Further to the Notice of Study Commencement issued June 1, 2012, the Town plans to hold a Public Information Centre to present the options investigated along with the recommended solution, and to receive comments. Please see the attached copy of the Phase 2 Notice of Public Information Centre, which will appear in the local newspaper on May 9 and May 16, 2013.

Please contact the undersigned if you have any comments or questions with respect to this Notice.

Yours truly

AINLEY & ASSOCIATES LIMITED

Nicole Sartor, P. Eng.
Encl.

cc: Michael Pincivero, P. Eng., Public Works Engineer

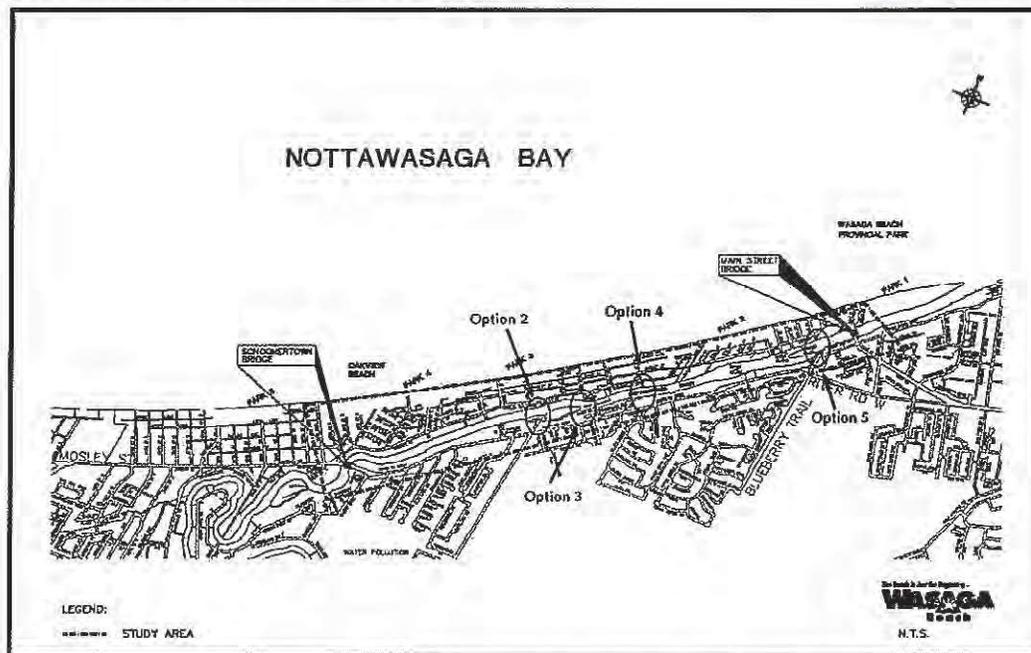
RM/bcb/S:\112026\Correspondence\LetterPIC (May 22 2013) Mailing\Notice of PIC#1 Cover Letter May 22 2013.doc



**TOWN OF WASAGA BEACH
CLASS ENVIRONMENTAL ASSESSMENT
NOTTAWASAGA RIVER BRIDGE
PHASE 2 NOTICE OF PUBLIC INFORMATION CENTRE**

Further to the Notice of Study Commencement issued June 1, 2012, the Town of Wasaga Beach is continuing to consider long range planning (beyond the normal ten to twenty year planning forecast) for the possible future construction of a new bridge crossing of the Nottawasaga River in order to ease anticipated future traffic issues.

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- Option 4 - Build a new bridge in the vicinity of River Road West to crossing to 14th Street
- Option 5 - Build a new bridge in the vicinity of Nancy Island

The Phase 2 Recommended Solution is Option 2. This Project is being planned as a Schedule C project under the Municipal Class Environmental Assessment. A Public Information Centre is planned to provide further information to the public on the Recommended Solution and to receive input and comment from interested persons. In addition to addressing vehicular traffic issues, this Class EA planning process will take into consideration recreational (snowmobile) and pedestrian traffic.

Public Information Centre

Time: Open House: 7:00 pm to 9:00 pm
Date: Wednesday, May 22, 2013
Location: Wasaga Rec Plex – 1724 Mosley St.

Public input and comment on the Recommended Solution will be incorporated into the planning process. Comments will be received until June 5, 2013. A future Public Information Centre (Phase 3) will be held to present design options for the recommended solution. A Notice will be issued prior to the future PIC date.

If you have any comments or questions, or if you would like to be placed on the mailing list to receive project information, please contact the Consultant undertaking the study.

This notice issued May 9, 2013

Mr. Michael Pincivero, P.Eng.
Public Works Engineer
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30 Lewis Street
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Ms. Nicole Sartor, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario
L9Y 4J5
Phone: (705) 445-3451
Fax: (705) 445-0968
Email: sartor@ainleygroup.com

Barb Bell

From: Barb Bell <bell@ainleygroup.com>
Sent: May 9, 2013 8:54 AM
To: Chief Keith Knott (dutytoconsult@curvelakefn.ca)
Subject: Notice of Public Information Centre No. 1
Attachments: Curve Lake FN_001.pdf

Importance: High

Dear Chief Knott:

Please find attached Notice of Public Information Centre No. 1 for

Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge

Regards,

Barb Bell, Administrative Assistant

Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario, L9Y 4J5

bell@ainleygroup.com
Voice: (705) 445-3460 Ext. 125
Fax: (705) 445-0968

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CONSULTING
ENGINEERS
PLANNERS

Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, Ontario L9Y 4J5
Tel: (705) 445-3451 • Fax: (705) 445-0968
E-mail: collingwood@ainleygroup.com

May 9, 2013

File No. 112026

Chief Keith Knott
Curve Lake First Nation
dutytoconsult@curvelakefn.ca

Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 1**

Dear Sir/Madam:

The Town of Wasaga Beach initiated a Municipal Class Environmental Assessment in June 2012 to investigate and consider long range planning for the possible future construction of a new bridge crossing of the Nottawasaga River. The purpose of a new bridge is to ease future anticipated traffic congestion, provide for a pedestrian crossing of the River and consider recreational (snowmobile) usage.

Further to the Notice of Study Commencement issued June 1, 2012, the Town plans to hold a Public Information Centre to present the options investigated along with the recommended solution, and to receive comments. Please see the attached copy of the Phase 2 Notice of Public Information Centre, which will appear in the local newspaper on May 9 and May 16, 2013.

Please contact the undersigned if you have any comments or questions with respect to this Notice.

Yours truly

AINLEY & ASSOCIATES LIMITED

Nicole Sartor, P. Eng.
Encl.

cc: Michael Pincivero, P. Eng., Public Works Engineer

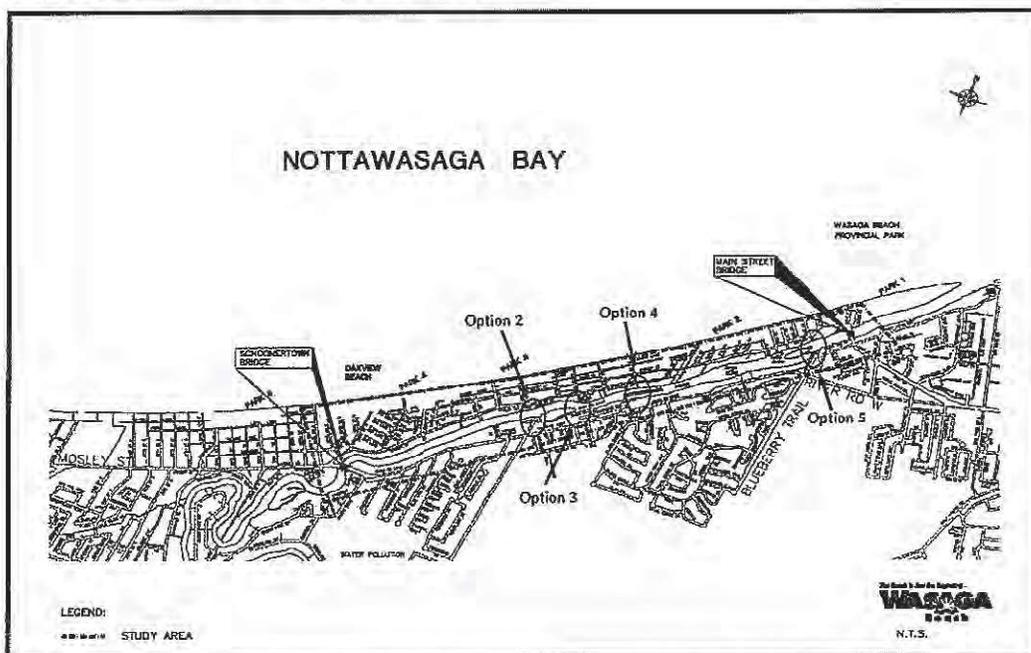
RM/bcb/s:\112026\Correspondence\LetterPIC (May 22 2013) Mailing\Notice of PIC#1 Cover Letter May 22 2013.doc



**TOWN OF WASAGA BEACH
CLASS ENVIRONMENTAL ASSESSMENT
NOTTAWASAGA RIVER BRIDGE
PHASE 2 NOTICE OF PUBLIC INFORMATION CENTRE**

Further to the Notice of Study Commencement issued June 1, 2012, the Town of Wasaga Beach is continuing to consider long range planning (beyond the normal ten to twenty year planning forecast) for the possible future construction of a new bridge crossing of the Nottawasaga River in order to ease anticipated future traffic issues.

The Study Area is shown on the map provided below.



Five Options (including Do Nothing) have been identified and evaluated. The Options are as follows:

- Option 1 - Do Nothing
- Option 2 - Build a new bridge in the vicinity of Powerline Road crossing to Mosley Street
- Option 3 - Build a new bridge in the vicinity of River Road West crossing to 16th Street
- Option 4 - Build a new bridge in the vicinity of River Road West to crossing to 14th Street
- Option 5 - Build a new bridge in the vicinity of Nancy Island

The Phase 2 Recommended Solution is Option 2. This Project is being planned as a Schedule C project under the Municipal Class Environmental Assessment. A Public Information Centre is planned to provide further information to the public on the Recommended Solution and to receive input and comment from interested persons. In addition to addressing vehicular traffic issues, this Class EA planning process will take into consideration recreational (snowmobile) and pedestrian traffic.

Public Information Centre

Time: Open House: 7:00 pm to 9:00 pm
Date: Wednesday, May 22, 2013
Location: Wasaga Rec Plex – 1724 Mosley St.

Public input and comment on the Recommended Solution will be incorporated into the planning process. Comments will be received until June 5, 2013. A future Public Information Centre (Phase 3) will be held to present design options for the recommended solution. A Notice will be issued prior to the future PIC date.

If you have any comments or questions, or if you would like to be placed on the mailing list to receive project information, please contact the Consultant undertaking the study.

This notice issued May 9, 2013

Mr. Michael Pincivero, P.Eng.
Public Works Engineer
Wasaga Beach Public Works
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540
Fax: (705) 429-8226
Email: pwengineer@wasagabeach.com

Ms. Nicole Sartor, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario
L9Y 4J5
Phone: (705) 445-3451
Fax: (705) 445-0968
Email: sartor@ainleygroup.com

Barb Bell

From: Barb Bell <bell@ainleygroup.com> on behalf of nsartor@ainleygroup.com
Sent: May 9, 2013 8:52 AM
To: chiefofmnjikaningfirstnations@mnjikaning.ca
Subject: FW: Attached Image
Attachments: Rama FN_001.pdf

Importance: High

Dear Chief Stinson Henry:

Please find attached Notice of Public Information Centre No. 1 for

Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge

Regards,

Barb Bell, Administrative Assistant

Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario, L9Y 4J5

bell@ainleygroup.com
Voice: (705) 445-3460 Ext. 125
Fax: (705) 445-0968

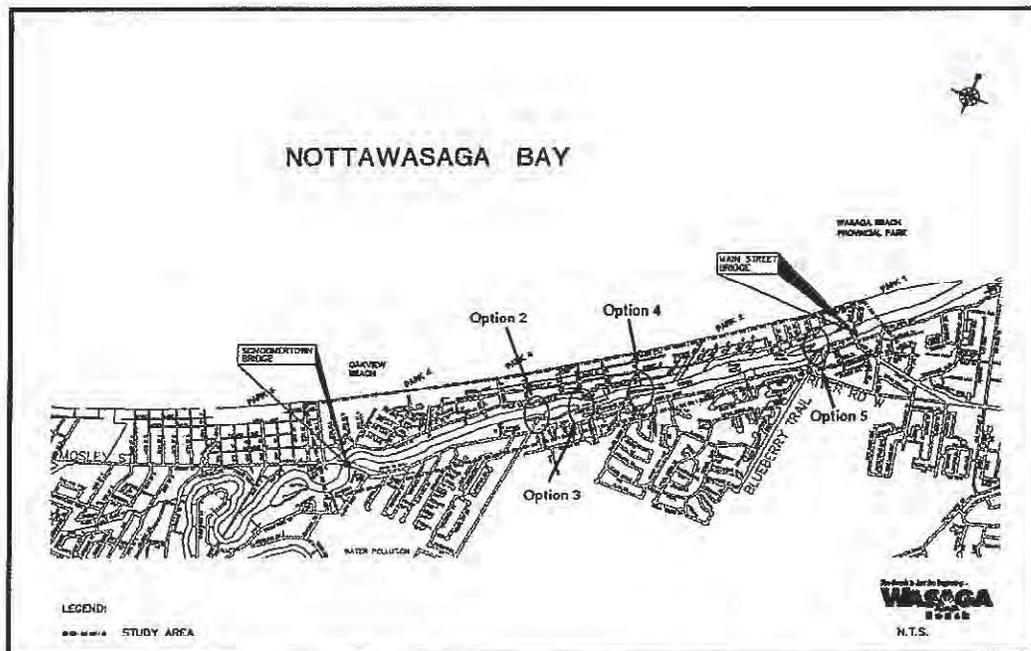
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**TOWN OF WASAGA BEACH
CLASS ENVIRONMENTAL ASSESSMENT
NOTTAWASAGA RIVER BRIDGE
PHASE 2 NOTICE OF PUBLIC INFORMATION CENTRE**

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- Option 1 - Do Nothing
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Public Information Centre

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Date: Wednesday, May 22, 2013
Location: Wasaga Rec Plex – 1724 Mosley St.

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This notice issued May 9, 2013

Mr. Michael Pincivero, P.Eng.
Public Works Engineer
Wasaga Beach Public Works
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540
Fax: (705) 429-8226
Email: pwengineer@wasagabeach.com

Ms. Nicole Sartor, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario
L9Y 4J5
Phone: (705) 445-3451
Fax: (705) 445-0968
Email: sartor@ainleygroup.com

NMS/112026

Barb Bell

From: Barb Bell <bell@ainleygroup.com> on behalf of nsartor@ainleygroup.com
Sent: May 9, 2013 8:59 AM
To: EACoordination_ON@inac-ainc.gc.ca
Subject: Notice of Public Information Centre No. 1
Attachments: Indian&NorthernAffairs_001.pdf

Importance: High

Dear Department of Indian and Northern Affairs:

Please find attached Notice of Public Information Centre No. 1 for

Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge

Regards,

Barb Bell, Administrative Assistant

.....
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario, L9Y 4J5

bell@ainleygroup.com
Voice: (705) 445-3460 Ext. 125
Fax: (705) 445-0968

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CONSULTING
ENGINEERS
PLANNERS

Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, Ontario L9Y 4J5
Tel: (705) 445-3451 • Fax: (705) 445-0968
E-mail: collingwood@ainleygroup.com

May 9, 2013

File No. 112026

Department of Indian & Northern Affairs
EACoordination_ON@inac-ainc.gc.ca

Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 1**

Dear Sir/Madam:

The Town of Wasaga Beach initiated a Municipal Class Environmental Assessment in June 2012 to investigate and consider long range planning for the possible future construction of a new bridge crossing of the Nottawasaga River. The purpose of a new bridge is to ease future anticipated traffic congestion, provide for a pedestrian crossing of the River and consider recreational (snowmobile) usage.

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Please contact the undersigned if you have any comments or questions with respect to this Notice.

Yours truly

AINLEY & ASSOCIATES LIMITED

Nicole Sartor, P. Eng.
Encl.

cc: Michael Pincivero, P. Eng., Public Works Engineer

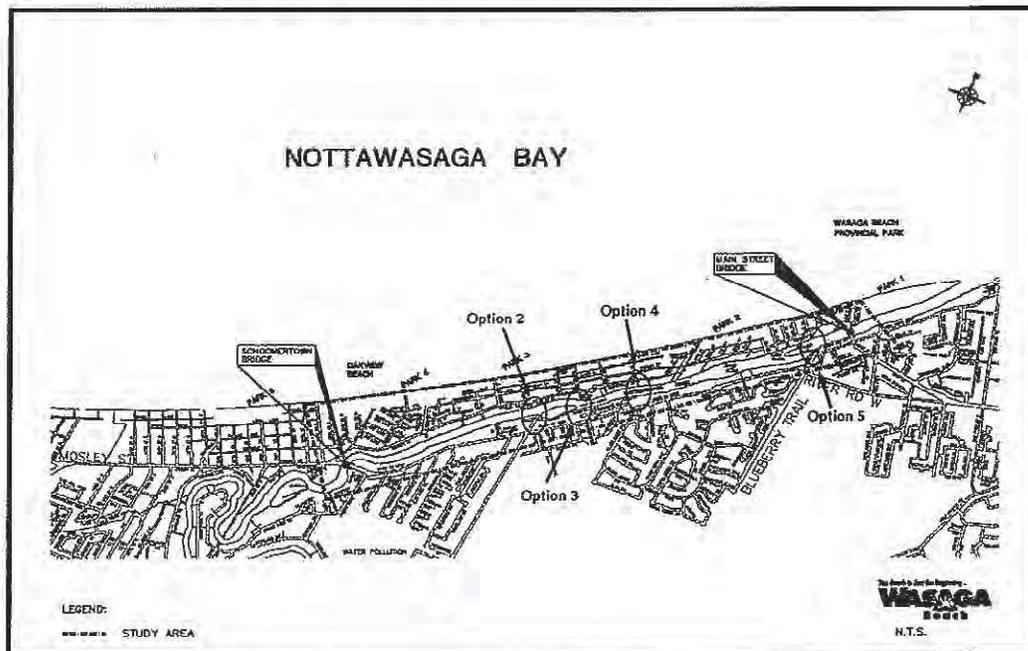
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**TOWN OF WASAGA BEACH
CLASS ENVIRONMENTAL ASSESSMENT
NOTTAWASAGA RIVER BRIDGE
PHASE 2 NOTICE OF PUBLIC INFORMATION CENTRE**

Further to the Notice of Study Commencement issued June 1, 2012, the Town of Wasaga Beach is continuing to consider long range planning (beyond the normal ten to twenty year planning forecast) for the possible future construction of a new bridge crossing of the Nottawasaga River in order to ease anticipated future traffic issues.

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Public Information Centre

Time: Open House: 7:00 pm to 9:00 pm
Date: Wednesday, May 22, 2013
Location: Wasaga Rec Plex – 1724 Mosley St.

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This notice issued May 9, 2013

Mr. Michael Pincivero, P.Eng.
Public Works Engineer
Wasaga Beach Public Works
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540
Fax: (705) 429-8226
Email: pwengineer@wasagabeach.com

Ms. Nicole Sartor, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario
L9Y 4J5
Phone: (705) 445-3451
Fax: (705) 445-0968
Email: sartor@ainleygroup.com

Barb Bell

From: Barb Bell <bell@ainleygroup.com>
Sent: May 9, 2013 8:56 AM
To: 'municipalnotices@enbridge.com'
Subject: Notice of Public Information Centre No. 1
Attachments: Enbridge_001.pdf

Importance: High

Dear Ms. Jennifer Cooper:

Please find attached Notice of Public Information Centre No. 1 for

Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge

Regards,

Barb Bell, Administrative Assistant

.....
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario, L9Y 4J5

bell@ainleygroup.com
Voice: (705) 445-3460 Ext. 125
Fax: (705) 445-0968

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Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, Ontario L9Y 4J5
Tel: (705) 445-3451 • Fax: (705) 445-0968
E-mail: collingwood@ainleygroup.com

May 9, 2013

File No. 112026

Jennifer Cooper
Field Rep., Customer Connections
Enbridge
municipalnotices@enbridge.com

Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 1**

Dear Sir/Madam:

The Town of Wasaga Beach initiated a Municipal Class Environmental Assessment in June 2012 to investigate and consider long range planning for the possible future construction of a new bridge crossing of the Nottawasaga River. The purpose of a new bridge is to ease future anticipated traffic congestion, provide for a pedestrian crossing of the River and consider recreational (snowmobile) usage.

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Please contact the undersigned if you have any comments or questions with respect to this Notice.

Yours truly

AINLEY & ASSOCIATES LIMITED

Nicole Sartor, P. Eng.
Encl.

cc: Michael Pincivero, P. Eng., Public Works Engineer

RM/bcb/S:\112026\Correspondence\Letter\PIC (May 22 2013) Mailing\Notice of PIC#1 Cover Letter May 22 2013.doc

The Phase 2 Recommended Solution is Option 2. This Project is being planned as a Schedule C project under the Municipal Class Environmental Assessment. A Public Information Centre is planned to provide further information to the public on the Recommended Solution and to receive input and comment from interested persons. In addition to addressing vehicular traffic issues, this Class EA planning process will take into consideration recreational (snowmobile) and pedestrian traffic.

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This notice issued May 9, 2013

Mr. Michael Pincivero, P.Eng.
Public Works Engineer
Wasaga Beach Public Works
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540
Fax: (705) 429-8226
Email: pwengineer@wasagabeach.com

Ms. Nicole Sartor, P.Eng.
Project Engineer
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280 Pretty River Parkway
Collingwood, Ontario
L9Y 4J5
Phone: (705) 445-3451
Fax: (705) 445-0968
Email: sartor@ainleygroup.com



CONSULTING
ENGINEERS
PLANNERS

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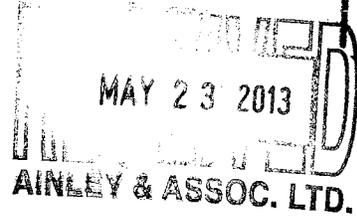
To	Seen
N/MS	
FILE No	

May 9, 2013

File No. 112026



Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 1**



Dear Sir/Madam:

The Town of Wasaga Beach initiated a Municipal Class Environmental Assessment in June 2012 to investigate and consider long range planning for the possible future construction of a new bridge crossing of the Nottawasaga River. The purpose of a new bridge is to ease future anticipated traffic congestion, provide for a pedestrian crossing of the River and consider recreational (snowmobile) usage.

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Yours truly

AINLEY & ASSOCIATES LIMITED

Nicole Sartor, P. Eng.
Encl.

cc: Michael Pincivero, P. Eng., Public Works Engineer

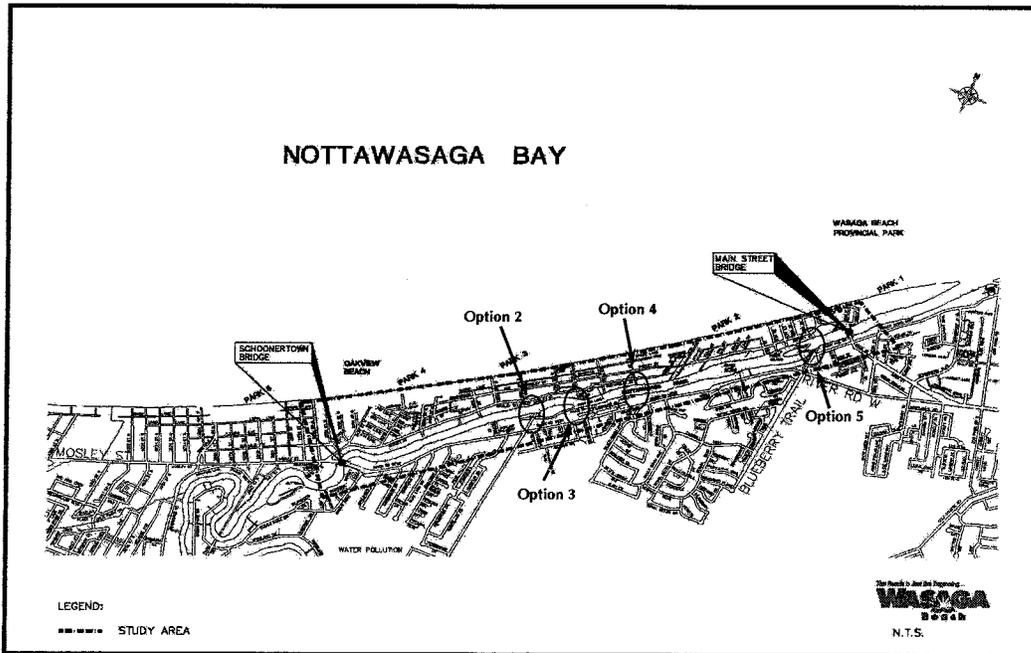
RM/bcb/S:\112026\Correspondence\Letter\PIC (May 22 2013) Mailing\Notice of PIC#1 Cover Letter May 22 2013.doc



**TOWN OF WASAGA BEACH
CLASS ENVIRONMENTAL ASSESSMENT
NOTTAWASAGA RIVER BRIDGE
PHASE 2 NOTICE OF PUBLIC INFORMATION CENTRE**

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The Study Area is shown on the map provided below.



Five Options (including Do Nothing) have been identified and evaluated. The Options are as follows:

- First choice* →
- Option 1 - Do Nothing
 - Option 2 - Build a new bridge in the vicinity of Powerline Road crossing to Mosley Street
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This notice issued May 9, 2013

Mr. Michael Pincivero, P.Eng.
Public Works Engineer
Wasaga Beach Public Works
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540
Fax: (705) 429-8226
Email: pwengineer@wasagabeach.com

Ms. Nicole Sartor, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario
L9Y 4J5
Phone: (705) 445-3451
Fax: (705) 445-0968
Email: sartor@ainleygroup.com



CONTACT RECORD

Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, ON L9Y 4J5
Tel: (705) 445-3451 - Fax: (705) 445-0968
Email: collingwood@ainleygroup.com

With:		Company:	Resident
By:	Nicole Sartor	Tel. No.:	
Date:	Tuesday, May 14th	Copies to:	
Ref:	Nottawasaga River Crossing EA	File:	112026

Called to ask if we could send a larger copy of the drawing that was provided with the notice. Provided his and his wife's emails and asked that his wife be included as a representative of the Georgian Triangle Real Estate Board PAC (Public Advisory Committee)

S:\112026\Correspondence\Faxes, Transmittals, Phone Record\Phone Record - J Armstrong - 2013-05-14.docx



CONTACT RECORD

Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, ON L9Y 4J5
Tel: (705) 445-3451 - Fax: (705) 445-0968
Email: collingwood@ainleygroup.com

With: [REDACTED] Company: Resident
By: Nicole Sartor Tel. No.:
Date: Tuesday, May 14th Copies to:
Ref: Nottawasaga River Crossing EA File: 112026

Called to ask find out more information about which properties would be affected. He owns property in the area and is a [REDACTED] and [REDACTED]

S:\112026\Correspondence\Faxes, Transmittals, Phone Record\Phone Record - W Shields - 2013-05-14.docx

~~113067~~
112026

BCB - PLEASE
CHANGE PAR
NEXT
MAILINGS
RM

Reid Mitchell

From: Mike Neumann <neumann@ainleygroup.com>
Sent: Tuesday, May 14, 2013 7:02 AM
To: Reid Mitchell
Subject: FW:
Attachments: Ainly Group - Town of Wasaga Beach.pdf

fyi

From: Barb Bell [mailto:bell@ainleygroup.com]
Sent: May-13-13 2:19 PM
To: Joe Mullan; Nicole Sartor; Heidi Dimakos; Mike Neumann
Subject: FW:

This came to the Collingwood general email address. Not sure if this email applies to everyone's EA list, I will check your lists. I guess when we get this type of email or letter in the mail we should circulate to all, (to avoid this type of email). As well before we send out Notices we need to perhaps check the internet to make sure we have the correct address or name. This seems to happen mainly with the Agency list, maybe we should have just one list??

From: Collingwood [mailto:collingwood@ainleygroup.com]
Sent: May 13, 2013 2:07 PM
To: Bell
Subject: FW:

From: Tina Durand [mailto:tina.durand@cnhw.qc.ca]
Sent: May 13, 2013 2:03 PM
To: collingwood@ainleygroup.com
Cc: 'constance gros-louis'; 'johanne couture'; 'Melanie Vincent'
Subject:

Good afternoon,

*This is my third email requesting Ainly Group remove the following people from your mailing list.

Please note that neither Luc Lainé nor Mrs Heather Bastien represent the Huron-Wendat Nation. Please remove them from your mailing list and all other lists pertaining to York Region.

All future correspondence should be addressed to Ms. Line Gros-Louis, family Chief in charge of our Ontario file. The mailing address stays the same and you can send all emails to my attention via this address. In addition, Ms. Melanie Vincent is our consultant in charge of communications in this file.

Best regards,

Tina Durand
Secrétaire exécutive jr., secteur politique
Conseil de la Nation huronne-wendat



CONTACT RECORD

Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, ON L9Y 4J5
Tel: (705) 445-3451 - Fax: (705) 445-0968
Email: collingwood@ainleygroup.com

With:	██████████	Company:	Resident
By:	Nicole Sartor	Tel. No.:	
Date:	Tuesday, May 15th	Copies to:	
Ref:	Nottawasaga River Crossing EA	File:	112026

Left a message on voicemail with no return phone number. Comments were that he owns the 1st house beside Powerline Road and that according to the wording of our notice, the study will considering pedestrian and snowmobile traffic along with vehicular traffic and he is appalled that we would consider snowmobile traffic over bicycle traffic. He expressed concerns with the noise and pollution associated with snowmobiles and feels the Town should consider bicycles.

S:\112026\Correspondence\Faxes, Transmittals, Phone Record\Phone Record - ██████████ - 2013-05-15.docx

Nicole Sartor

From: [REDACTED]
Sent: May 16, 2013 8:21 PM
To: pwengineer@wasagabeach.com; sartor@ainleygroup.com
Cc: mayor@wasagabeach.com
Subject: re: Nottawasaga River crossing

All:

By way of the WB web site notice I am requesting to be put on the mailing list of any and all notices to the public of these discussions. Personally my guess is it's a done deal, similar to RRW width expansion discussions a few years back, but since it effects me directly again, as a RRW home owner, I would at least like to remain informed of the process.

Option 1 is my preferred solution. Since I already know the outcome to that choice I would think option 2 has to be a done deal on the merits. I say this not in slight but as the logical decision based on that it's the only viable alternate route in or out of town. It also currently has a full ROW in the south side and could be aligned with 18th street on the north side.

Respectfully

[REDACTED]
Wasaga Beach, Ontario
L9Y 2S3

[REDACTED]

Nicole Sartor

From: [REDACTED]
Sent: May 16, 2013 11:41 AM
To: pwengineer@wasagabeach.com
Cc: sartor@ainleygroup.com
Subject: Nottawasaga bridge
Attachments: Wasaga bridge distances.pdf

Dear Mr M. Pincivero,P.Eng.
and Ms.N. Sartor,P.Eng.

We [REDACTED] and family who reside at [REDACTED] are totally against another bridge crossing the Nottawasaga river, especially at the vicinity of powerline road crossing.

- a) This would have detrimental effect on the wildlife (deer, muskrats, otter,wild turkey and geese, ducks etc.) that we witness often on the green space (forest) on the south side of the river.
- b) it would have detrimental effect on our peaceful enjoyment of our residential home being so close to the bridge location, by not only increasing traffic,as well as noise and vibration from the vehicular traffic on the bridge.
- c) Why do we need another bridge when it is only 4.8KM between bridges (schooner and main st bridge) along Mosley and 6.04 KM along River Rd.
- d)Why do we need another bridge when it is only only 1.7 KM from schooner bridge to 18th st. the preferred location of the powerline crossing.

This Especially when the majority of yearly profitable businesses are located far from any of these locations at either end of town.

Further more and as an example, Paris as well as Rome, have their bridges spaced farther apart!

I ask you does this town really have this kind of money to spend on a project like this, and if they do. Would it not be better spend improving and promoting the town to attract profitable business and jobs and not just daily tourist who come for the day,use the resources, not spend a dime because they bring their food, and do not sleep overnight because there are no really good hotels or restaurants to eat and stay in. Why does one have to go to Collingwood for that.

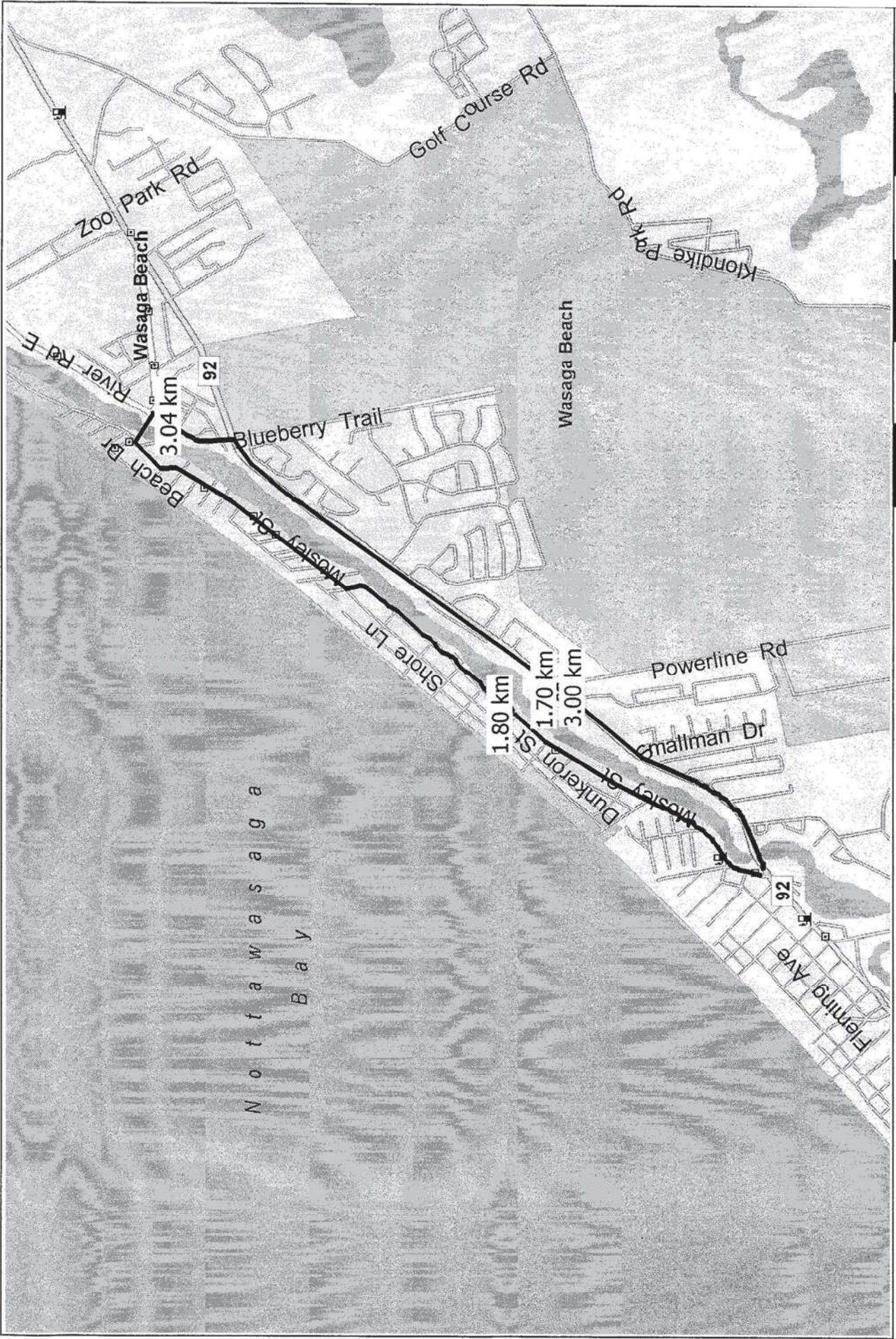
From my own experience, I love the natural resources of the Beach, I have come here since the 50's and I was one of those daily tourists,brought our lunch and left at dusk, because as far as my family I and were concerned there never was a hotel or an eatery that was comparable to any large city, yet the prices where probably higher for a low grade motel or restaurant.

In the end we bought our own place in order to have a decent place to stay, and now if this bridge goes up, it will be time to sell and not come back, has many have done and are doing. The for sale signs and house prices tell the story.

Sincerely

[REDACTED]

Wasaga Beach, Ontario, Canada



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Nicole Sartor

From: [REDACTED]
Sent: May 17, 2013 9:28 AM
To: pwengineer@wasagabeach.com
Cc: sartor@ainleygroup.com
Subject: Place me on your mailing list for the Nottawasaga River Bridge Class Environmental Assessment

May 17, 2013

My Name is :

[REDACTED] and my wife is [REDACTED]

our email is [REDACTED]

phone: [REDACTED]

address:
[REDACTED]

Please add our names to your mailing list as your plans have a direct negative impact on our residence. Could you please confirm the addition of our names to your list.

Thank You

[REDACTED]



CONTACT RECORD

Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, ON L9Y 4J5
Tel: (705) 445-3451 - Fax: (705) 445-0968
Email: collingwood@ainleygroup.com

With:	██████████	Company:	Resident
By:	Nicole Sartor	Tel. No.:	
Date:	May 17th	Copies to:	
Ref:	Nottawasaga River Crossing EA	File:	112026

Called to ask find out more information about which properties would be affected. Seemed unconcerned when he found out that it was planned for 20+ years in the future.

S:\112026\Correspondence\Faxes, Transmittals, Phone Record\Phone Record - ██████████ 2013-05-17.docx

Nicole Sartor

From: McLachlan, Amanda (MNR) <Amanda.McLachlan@ontario.ca>
Sent: May 17, 2013 2:11 PM
To: sartor@ainleygroup.com
Subject: Class EA NEw bridge Nottawasaga River - Wasaga Beach

Hello Nicole,

I received the notice of a PIC for the Town of Wasaga Beach Class Environment Assessment for the proposed new Nottawasaga River Bridge. The construction of a new bridge crossing over the Nottawasaga River may have potential impacts on species at risk, including Lake Sturgeon known to occur in the River as well as Hognose Snake known to occur in the area.

Appropriate consideration and mitigation measures may be necessary during the construction and location choice of the new bridge, therefore the Ministry would like to be kept informed throughout the Class EA process.

If you have questions or concerns please contact me.

Thank you,

Amanda McLachlan
District Planner
Ministry of Natural Resources
Midhurst District

705-725-7546

Nicole Sartor

From: Zirger, Rosi (MTCS) <Rosi.Zirger@ontario.ca>
Sent: May 17, 2013 12:56 PM
To: sartor@ainleygroup.com
Cc: pwengineer@wasagabeach.com
Subject: FW: New Nottawasaga River Bridge – Municipal Class EA

Project: New Nottawasaga River Bridge – Municipal Class EA
Location: Town of Wasaga Beach
MTC File: 43EA071

On May 10, 2013 the Ministry of Tourism, Culture and Sport (MTCS) received a Notice of Public Information Centre No 1 for the project mentioned above. As part of the Class Environmental Assessment process, the MTCS has an interest in the conservation of cultural heritage resources including archaeological resources, built heritage resources, and cultural heritage landscapes.

Could you please send me the PIC boards for our review?

Thank you in advance.

Rosi Zirger

Heritage Planner
Ministry of Tourism, Culture & Sport
Culture Division | Programs and Services Branch | Culture Services Unit
401 Bay Street, 17th Floor
Toronto, Ontario M7A 0A7
Tel. 416.314.7159 | Fax 416.314.7175
rosi.zirger@ontario.ca

From: Zirger, Rosi (MTCS)
Sent: June 5, 2012 12:53 PM
To: 'sartor@ainleygroup.com'
Subject: New Nottawasaga River Bridge – Municipal Class EA

Project: New Nottawasaga River Bridge – Municipal Class EA
Location: Town of Wasaga Beach
MTC File: 43EA071

To: Nicole Sartor, Ainley & Associates Limited

Dear Ms Sartor

On June 4, 2012 the Ministry of Tourism, Culture and Sport (MTCS) received a Notice of Study Commencement for the project mentioned above. As part of the Class Environmental Assessment process, the MTCS has an interest in the conservation of cultural heritage resources including:

- archaeological resources,
- built heritage resources, and
- cultural heritage landscapes.

MTCS would, therefore, be interested in remaining on the circulation list and being informed of the project as it proceeds through the EA process. We would ask that you update your contact list to remove the name of Chris Schiller, and send future notices to **Rosi Zirger A/Heritage Planner at the address below.**

Archaeology:

I understand from our phone conversation on June 5th, 2012, that part of this study is to consider alternate sites for the possible construction of a new bridge crossing of the Nottawasaga River. Our archaeological database indicates numerous known archaeological sites along the Nottawasaga River near Wasaga Beach. Because of this, and the proximity to a primary water source, the project area is considered to have high archaeological potential based on provincial archaeological criteria. Attached is MTCS's Criteria for Evaluating Archaeological Potential, which identifies characteristics of the property that indicate whether archaeological resources might be present and/or impacted.

We recommend that an archaeological assessment by an archaeologist licensed under the Ontario Heritage Act be undertaken for this project including temporary roads/detours or work areas prior the selection of preferred alternative. The assessment reports must conform to the Ministry of Tourism and Culture's *Standards and Guidelines for Consultant Archaeologists* (2011). The licensed archaeologist will forward all completed archaeological assessment reports to the Ministry of Tourism and Culture for review by an Archaeology Review Officer.

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

Best regards,

Rosi Zirger

A/Heritage Planner

Ministry of Tourism, Culture & Sport

Culture Division | Programs and Services Branch | Culture Services Unit

401 Bay Street, 17th Floor

Toronto, Ontario M7A 0A7

Tel. 416.314.7159 | Fax 416.314.7175

rosi.zirger@ontario.ca

Nicole Sartor

From: jim williamson <jmwill@sympatico.ca>
Sent: May 21, 2013 7:01 PM
To: sartor@ainleygroup.com
Subject: Nottawasaga River Bridge

Nicole

There is strong interest and concern in the 14th and 16th Street area. Some of the seasonal residents on Shore Lane have families that have been coming here for the past 80 years. Many of these residences never go on the market but simply stay within the family. We are long term residents of Wasaga Beach.

This weekend there was concern that these weekday meetings are designed for someone else's convince.

I would like to tell them when the bridge will be built.

Can you guide me?
Thanks
Jim Williamson
705 429-6300



Nottawasaga River Crossing
Class Environmental Assessment
Public Information Centre
May 22nd, 2013



WELCOME

- Please sign in
- Representatives are available to answer questions
- Please complete a comment sheet and place it in the box provided or send it to the Consultant undertaking the study or to the Town of Wasaga Beach at the addresses provided on the comment sheet



Nottawasaga River Crossing Class Environmental Assessment Public Information Centre May 22nd, 2013



PROBLEM STATEMENT

In order to ease anticipated future traffic issues in the Town of Wasaga Beach, the Town is undertaking a Class Environmental Assessment Planning Process (Schedule C) to consider long range planning for the possible future construction of a new bridge crossing of the Nottawasaga River. Should it be determined that a new bridge is the best solution to ease future anticipated traffic congestion, it is anticipated that the actual construction of the bridge will not take place within a normal (ten to twenty year) planning forecast, but likely within a 30 to 40 year timeframe. At this time, it is the Town's intention to have all planning completed well in advance of any actual bridge design and construction. The location of the potential crossing would be at some point between the existing Schoonertown and Main Street bridges.

The Class Environmental Assessment Planning Process will take into consideration vehicular, recreational (snowmobile) and pedestrian traffic. The Planning Process will be undertaken in accordance with Town Reports and Studies, including the Town's Official Plan, the 2006 Transportation Study Update (December 2006, rev. April 2007), the Active Transportation Plan for the Town of Wasaga Beach (August 2008), the Wasaga Beach Tourism Strategy (November 2007), Opportunity Wasaga: Beach Areas One and Two Strategic Vision (December 2011) and Wasaga Beach Parks, Facilities and Recreation Master Plan (2012). The suggestion of a vehicular crossing of the Nottawasaga River was mentioned in the 2006 Transportation Study Update. The need for pedestrian crossings was identified in the Active Transportation Plan for the Town of Wasaga Beach and Opportunity Wasaga: Beach Areas One and Two Strategic Vision. It is noted that a "Do Nothing" option will be assessed in addition to various bridge location options.

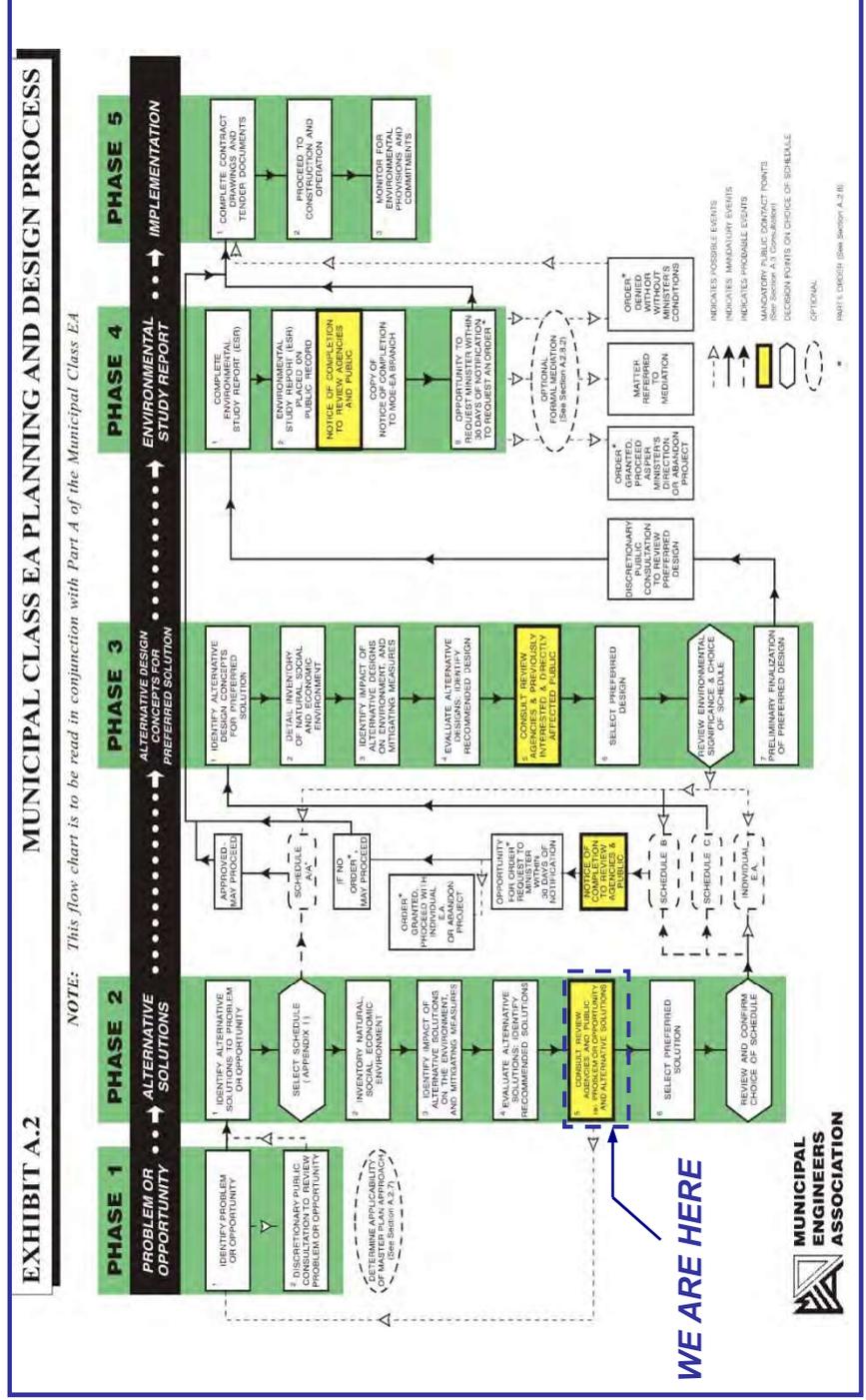


Nottawasaga River Crossing Class Environmental Assessment Public Information Centre May 22nd, 2013



MEA CLASS Environmental Assessment

This Project is being planned in accordance with the Municipal Engineer's Association's Municipal Class Environmental Assessment (October 2000, as amended in 2007 & 2011) document. The MEA Planning and Design Process Flow Chart is provided for public information. At the present time, the Wasaga Beach Nottawasaga River Crossing Class Environmental Assessment is in Phase 2.

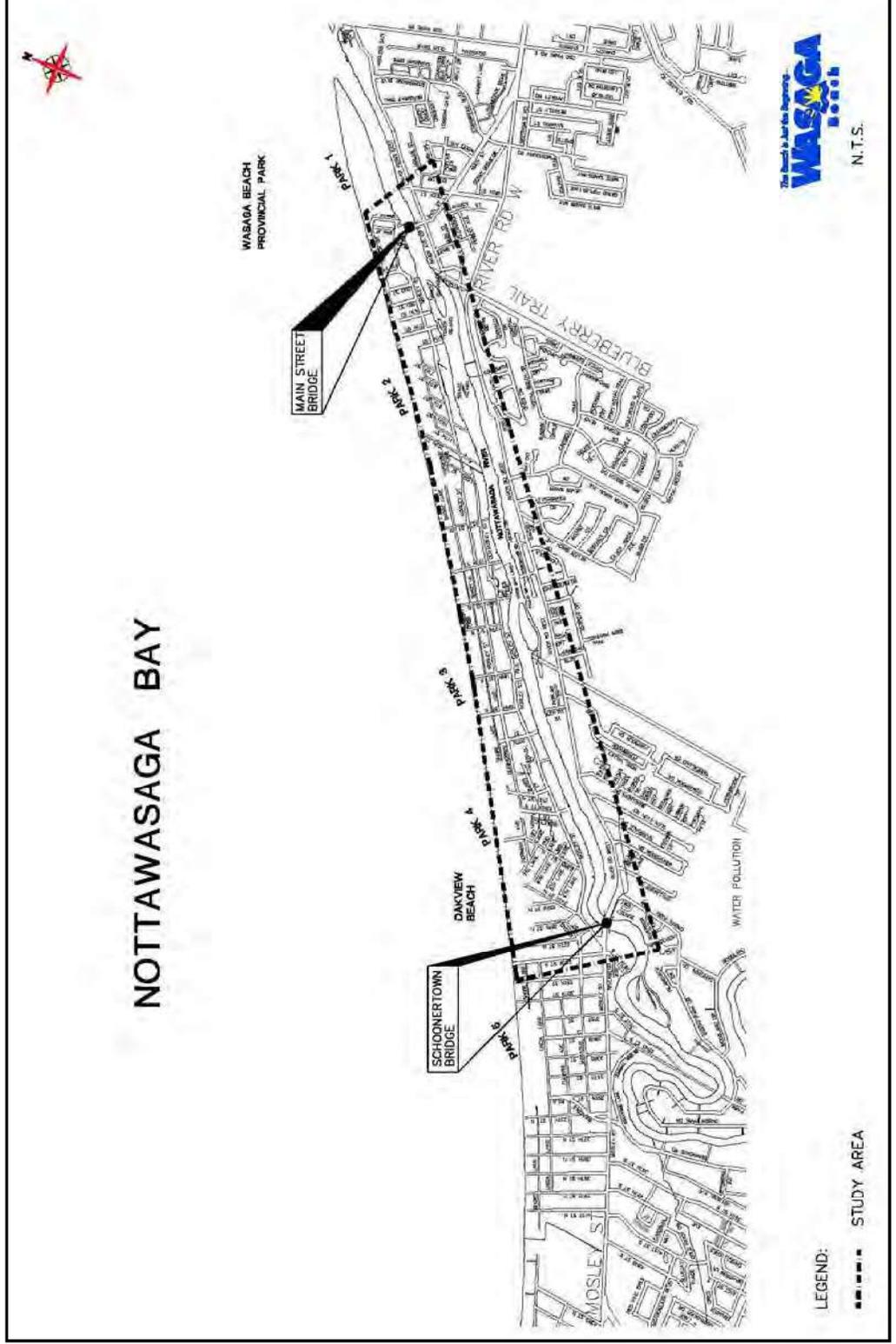




Nottawasaga River Crossing Class Environmental Assessment Public Information Centre May 22nd, 2013



STUDY AREA

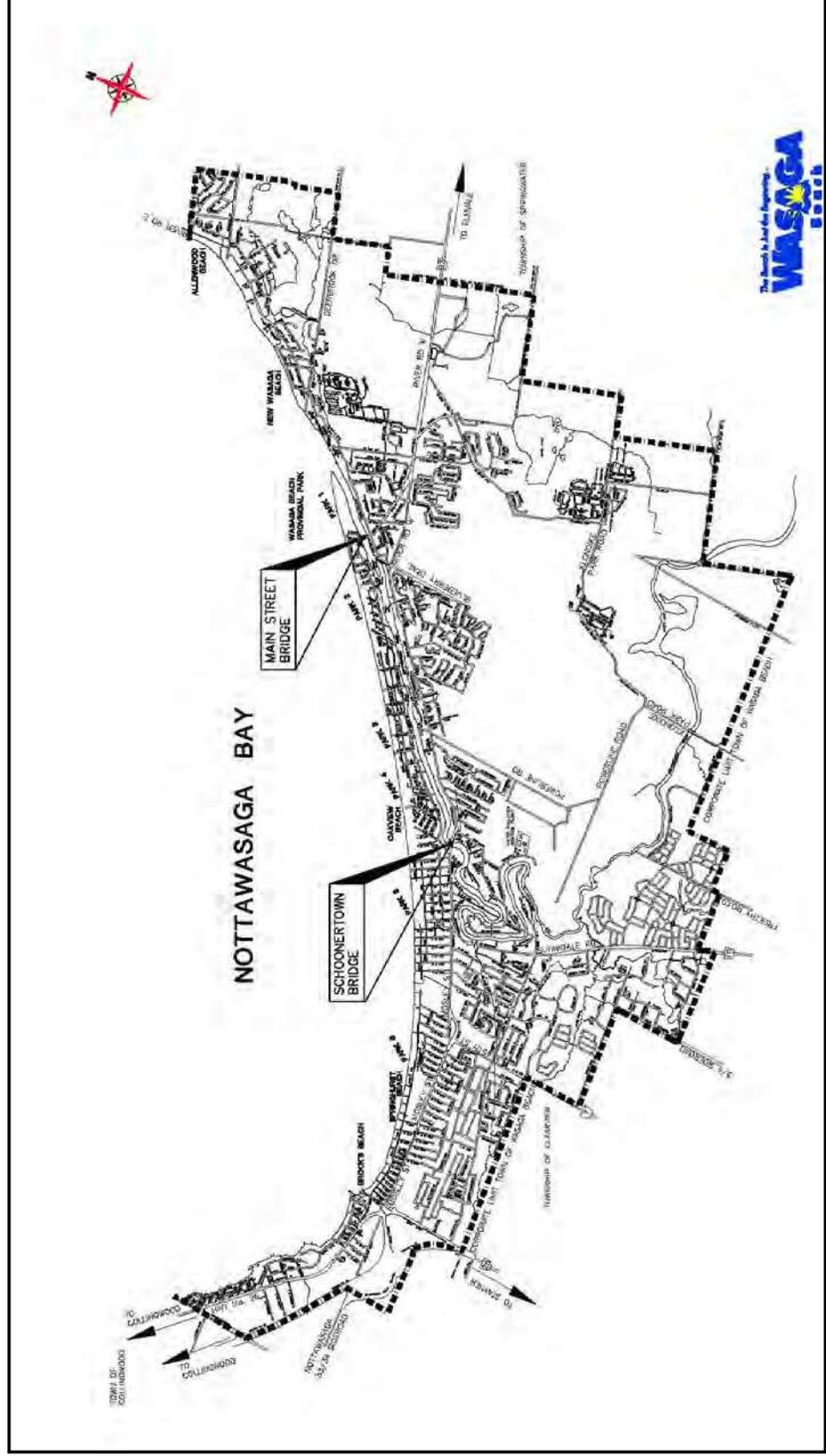




Nottawasaga River Crossing Class Environmental Assessment Public Information Centre May 22nd, 2013



SERVICE AREA





Nottawasaga River Crossing Class Environmental Assessment Public Information Centre May 22nd, 2013



TRAFFIC CONDITIONS

The existing 2012 Average Annual Daily Traffic (AADT) on River Road West from Oxbow Park Drive to Powerline Road is 12,800 vehicles, whereas from Powerline Road to Main Street is 8950 vehicles. Future AADT in Wasaga Beach was projected based on traffic volumes, on a weight average, that are anticipated to increase at 2.14% per year for the next 5 years and 1.92% per year beyond 5 years and up to 10 years. Existing and future AADTs for River Road West are as follows:

River Road West - Existing and Projected AADT

Section of River Road West	AADT			Projected AADT	
	1999	2006	2012	2017 (5yr)	2022 (10yr)
From Oxbow Park Dr to Powerline Rd	9,300	11,900	12,800	13,325	13,400
From Powerline Rd to Main St	6,750	9,550	8,950	10,475	11,300

The maximum capacity of 2 lane urban roads is generally from 12,000 to 15,000 vehicles per day depending on the number of side streets and or entrances. Based on the projected AADT, the maximum capacity of River Road West from Oxbow Park Drive to Powerline Road could be exceeded by 2017.

Traffic volumes on the section of Mosley Street were also reviewed based on the Transportation Study Update. All sections of Mosley Street are currently under maximum capacity. Existing and future AADTs for Mosley Street are as follows:

Mosley/Main Street - Existing and Projected AADT

Section of Mosley/Main St.	AADT			Projected AADT	
	1999	2006	2012	2017	2022
Mosley St. - River Rd. W. to 3 rd St.	4,925	5,800	5,800	6,025	6,050
Mosley St. - 3 rd St. to Beach Dr.	4,000	5,150	6,775	7,000	7,075
Main St. - Mosley St. to River Road W.	2,660	2,900	4,675	5,725	6,450



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SUMMER WEEKEND DAILY TRAFFIC

Roads are designed based on AADT. However, due to the nature of a Town like Wasaga Beach, the Summer Weekend Daily Traffic (SWEDT) is significantly higher. For River Road West the differences are as follows:

River Road West AADT vs. SWEDT

Section of River Road West	AADT			SWEDT			% Increase		
	1999	2006	2012	1999	2006	2012	1999	2006	2012
From Oxbow Park Dr to Powerline Rd	9,300	11,900	12,800	12,050	18,525	19,750	130	156	154
From Powerline Rd to Main St.	6,750	9,550	8,950	10,225	16,100	11,700	151	168	131

The SWEDT impacts to River Road West are not as pronounced as those recorded on Mosley Street. This is likely due to the fact that this area contains mainly residential subdivisions. **Mosley Street is more impacted by Summer Weekend Traffic than River Road West**, as shown in following table:

Mosley/Main Street AADT vs. SWEDT

Section of Mosley Street	AADT			SWEDT			% Increase		
	1999	2006	2012	1999	2006	2012	1999	2006	2012
Mosley St. - River Rd. W. to 3 rd St.	4,925	5,800	5,800	14,550	21,575	11,250	295	372	194
Mosley St. - 3 rd St. to Beach Dr.	4,000	5,150	6,775	18,000	23,175	10,325	450	450	152
Main St. - Mosley St. to River Road W.	2,660	2,900	4,675	11,400	15,550	12,475	585	536	269

Considering SWEDT, Mosley Street has experienced a significant increase in weekend traffic. However, based on the 2012 traffic volumes, weekend traffic has declined since 2006. The average peak traffic on these streets on a long weekend is about a 205 % increase of the AADT, this is a decline from the 2006 data of a 453% increase.



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BACKGROUND INFORMATION AND REPORTS

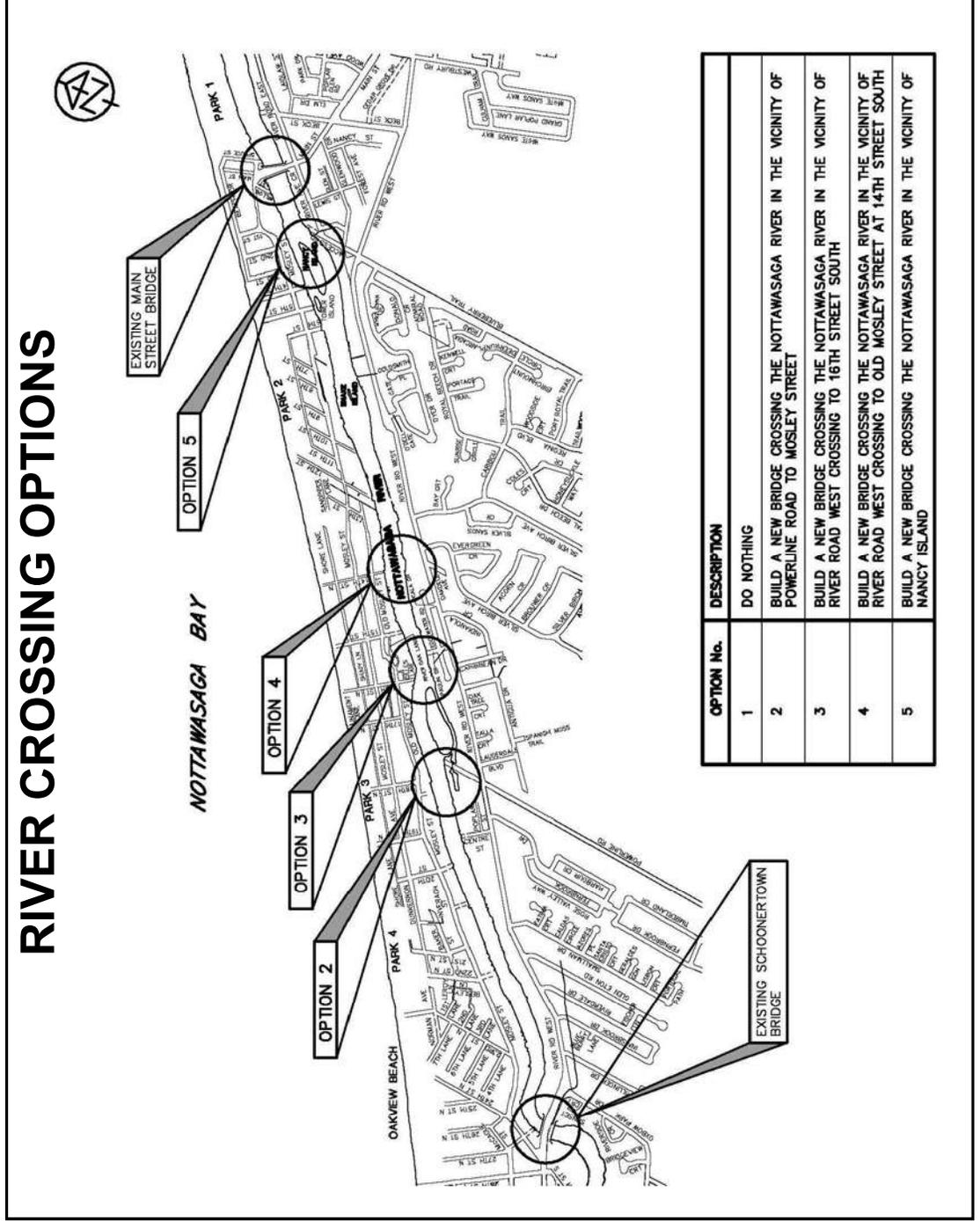
- Town of Wasaga Beach, Public Works Department, 10 Year Capital Works Forecast Update, 2012 – 2021, Summary Brief (Ainley Group, November 2011)
- Town of Wasaga Beach, 2012 Transportation Study Update (by Ainley Group, January 2013)
- Town of Wasaga Beach, 2006 Transportation Study Update (by Ainley Group, December, 2006 and revised April 2007)
- Town of Wasaga Beach Official Plan dated October 2010
- County of Simcoe Transportation Master Plan (by Earth Tech Canada Inc., July 2008)
- Active Transportation Plan for the Town of Wasaga Beach (by Meridian Planning Consultants, August 2008)
- Wasaga Beach Tourism Strategy (by The Tourism Company in association with IBI Group, November 2007)
- Opportunity Wasaga: Beach Areas One and Two Strategic Vision (by Baird Sampson Neuert Architects in association with TCI Management, Lehman & Associates Planning, December 2011)
- East-West Transportation Route Study, Ainley & Associates Limited, October 2008
- Wasaga Beach Parks, Facilities and Recreation Master Plan (by Dunbar and Associates, David A. Clark Consulting Inc., Lifetime Consulting and John G. Lohuis and Associates, 2012)
- Town of Wasaga Beach, River Road West from Brillinger Drive to Eastern Town Limits, Class Environmental Assessment, Environmental Study Report (by Ainley and Associates, September 2010)
- Town of Wasaga Beach, Schoonertown Bridge, Class Environmental Assessment, Environmental Study Report (by Ainley and Associates, May 2009)



Nottawasaga River Crossing Class Environmental Assessment Public Information Centre May 22nd, 2013



RIVER CROSSING OPTIONS



OPTION No.	DESCRIPTION
1	DO NOTHING
2	BUILD A NEW BRIDGE CROSSING THE NOTTAWASAGA RIVER IN THE VICINITY OF POWERLINE ROAD TO MOSLEY STREET
3	BUILD A NEW BRIDGE CROSSING THE NOTTAWASAGA RIVER IN THE VICINITY OF RIVER ROAD WEST CROSSING TO 16TH STREET SOUTH
4	BUILD A NEW BRIDGE CROSSING THE NOTTAWASAGA RIVER IN THE VICINITY OF RIVER ROAD WEST CROSSING TO OLD MOSLEY STREET AT 14TH STREET SOUTH
5	BUILD A NEW BRIDGE CROSSING THE NOTTAWASAGA RIVER IN THE VICINITY OF NANCY ISLAND



Nottawasaga River Crossing Class Environmental Assessment Public Information Centre May 22nd, 2013



ALTERNATIVE 1 – Do Nothing

Description

Under the Do Nothing Alternative, no vehicular bridge would be constructed at any location to connect land to the north and south of the Nottawasaga River.

Opportunities

- No capital costs.
- No Environmental Impact.

Challenges

- Ultimately, this option does not allow for growth.
- Traffic congestion would remain a problem and would worsen as growth within the Town continues. Noise impact will increase in congested areas.
- The Town's goals for connectivity of a travel network for vehicles, pedestrians and snowmobiles would not be realized.
- Increased traffic on side streets due to congestion will increase maintenance on the side streets.

Future Assessment

- **No further assessment of this Alternative is warranted – does not respond to problem statement.**



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ALTERNATIVE 2 – Build a New Bridge Crossing the Nottawasaga River in the Vicinity of Powerline Road

Description

- A bridge would cross the Nottawasaga River in the vicinity of the Powerline Road right-of-way to connect to Mosley Street.
- This is an option that has been identified in several reports as a desired bridge location. This bridge would provide both a vehicular and pedestrian crossing and would provide an opportunity for snowmobile use in the winter.

Opportunities

- The crossing would aid in reducing traffic congestion by providing an alternate route to Highway 26 via Powerline Road and Klondike Park Road.
- Would provide adequate service for anticipated growth and would relief the SWEDT from the “Spit” area of the Town.
- Could provide direct connection to 18th Street and Mosley Street.
- Would provide direct interconnection with Powerline Road for a more transitional discharge of traffic from the Town.

Challenges

- Capital costs for bridge and road improvements that would be required.
- Fairly close proximity to Schoonertown bridge may result in less usage of new bridge. Traffic would need to cross most of the “Spit” area along Mosley Street resulting in congestion.
- Land acquisition includes two existing developed properties, one oversized vacant lot and a 40 m wide x 180 m long water lot.
- A woodlot is present in the area of the Powerline Road ROW on the south side of the River and therefore considerable loss of natural vegetation and wildlife habitat (including sensitive snake species) will occur.





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ALTERNATIVE 3 – Build a New Bridge in the Vicinity of 16th Street South

Description

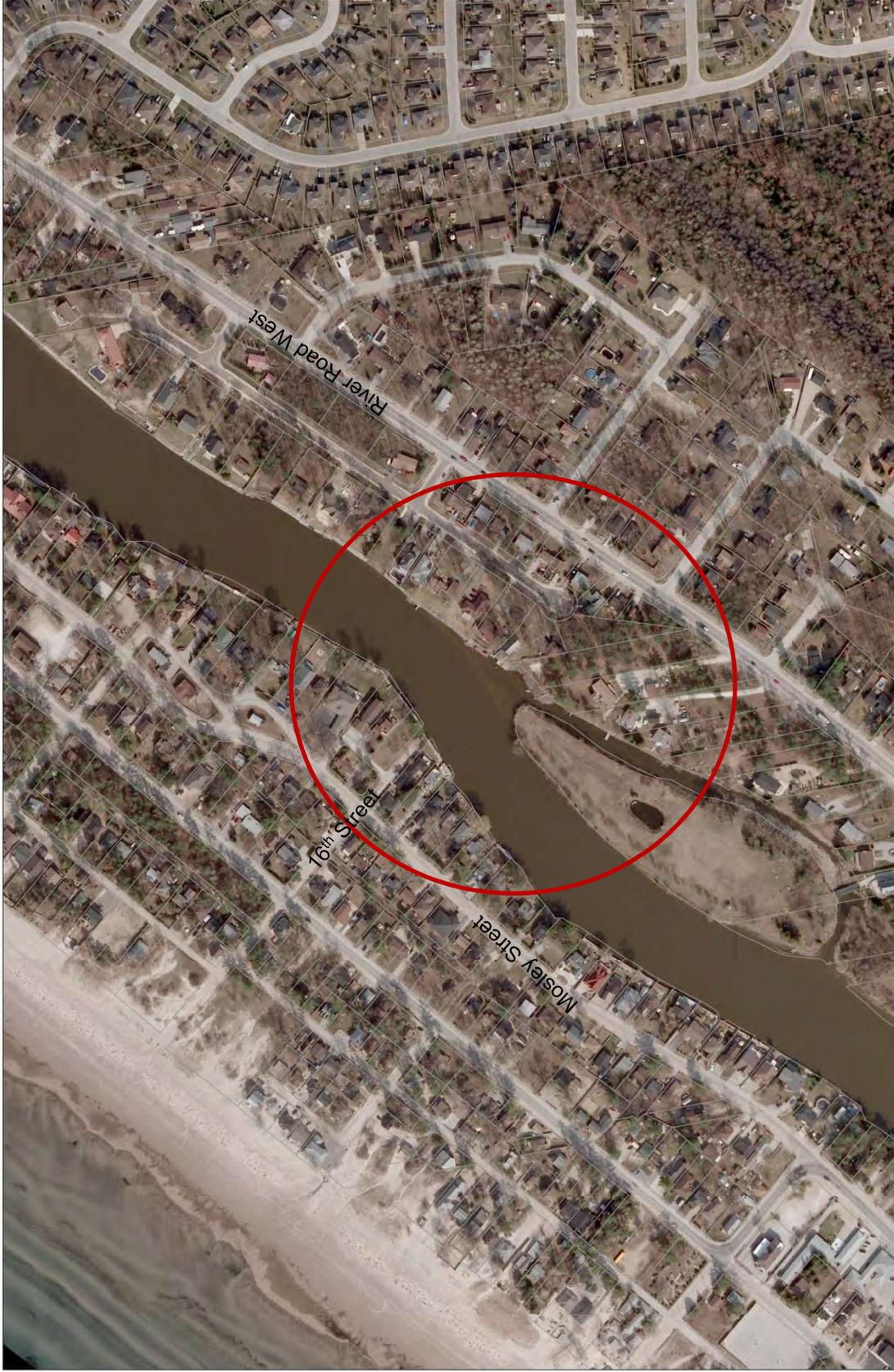
This option considers the construction of a bridge from a vacant lot on River Road West (west of Edgewater Road), across the Nottawasaga River to connect to the 16th Street South right-of-way. This bridge would provide both a vehicular and pedestrian crossing and would provide an opportunity for snowmobile use in the winter.

Opportunities

- Would provide adequate service for anticipated growth and would relieve the SWEDT from the “Spit” area of the Town.
- Would provide direct connection to 16th Street. Traffic would cross more than half of the “Spit” area along Mosley and Old Mosley Street.

Challenges

- Direct connection to 16th Street may require the Town to acquire at least one developed property adjacent to the existing ROW.
- Woodlot will be required on the south side of the River between two developer properties and therefore some loss of natural vegetation
- Does not provide direct connection to Powerline Road resulting in potential traffic congestion on River Road West.
- Land acquisition includes five existing developed properties, one vacant lot and a 40 m wide x 210 m long water lot.
- Capital costs for bridge and road improvements that would be required





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ALTERNATIVE 4 – Build a New Bridge Crossing the Nottawasaga River in the Vicinity of 14th Street South

Description

This option would involve the construction of a bridge from property on the north side of River Road West to property on the south side of Old Mosley Street at the 14th Street South right-of-way. This bridge would provide both a vehicular and pedestrian crossing and would provide an opportunity for snowmobile use in the winter.

Opportunities

- Improved traffic movement to and from the north side of the River area of the Town
- Would provide adequate service for anticipated growth and would relief the SWEDT from the “Spit” area of the Town.
- Could provide direct connection to 14th Street. Traffic would need to cross approximately half of the “Spit” area in order to access the new bridge.

Challenges

- Capital costs for bridge and road improvements that would be required
- Land acquisition would likely be required
- Does not provide direct connection to Powerline Road resulting in potential traffic congestion on River Road West.
- Direct connection to 14th Street may require the Town to acquire at least one developed property adjacent to the existing ROW.
- Land acquisition includes five existing developed properties and a 40 m wide x 210 m long water lot.





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ALTERNATIVE 5 – Build a New Bridge Crossing the Nottawasaga River in the Vicinity of Nancy Island

Description

This option would involve the construction of a bridge from Second Street South to the unopened Road Allowance for Access Road and River Avenue Crescent.

The crossing would be completed either by linking into Nancy Island, or if necessary bypassing Nancy Island and spanning the entire River. This bridge would provide both a vehicular and pedestrian crossing and would provide an opportunity for snowmobile use in the winter.

Opportunities

- Municipally owned lands are available on either side of the River at this point.
- Would provide adequate service for anticipated growth and would relief the SWEDT from the “Spit” area of the Town.
- Could provide direct connection to 2nd Street but in immediate proximity to existing Main Street bridge.

Challenges

- Capital costs for bridge and road improvements that would be required
- Too close to the Main Street Bridge (only 340 meters)
- Direct connection to 2nd Street may require the Town to acquire at least one developed property adjacent to the existing ROW. As such, vegetation and wildlife loss will be minimal on the north side of the River.
- May cause permanent noise and vibration impact to approximately 6 houses and some commercial and institutional facilities including the Nancy Island Museum.
- Minimal improvement to traffic flow from “Spit” area. Adds more traffic to River Road West. Will result in less traffic through commercial area along Mosley Street.
- Minimal improvement to access to “Spit” area including Beach areas 1 to 4.



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OPTION 5 - NEW BRIDGE IN THE VICINITY OF NANCY ISLAND





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EVALUATION OF PHASE 2 OPTIONS

CRITERIA / WEIGHTING	OPTION 1 – DO NOTHING	OPTION 2 – NEW BRIDGE – POWERLINE ROAD AREA	OPTION 3 – NEW BRIDGE – 16 TH STREET AREA	OPTION 4 – NEW BRIDGE – 14 TH STREET AREA	OPTION 5 – NEW BRIDGE – NANCY ISLAND AREA
GENERAL					
Response to Problem Statement	Does not allow for growth – This is considered to be a fatal flaw. Evaluation - Worst	Would provide adequate service for anticipated growth and would relieve the SWEDT from the "Spit" area of the Town. Proximity to Schoonertown bridge may result in less usage of new bridge. Traffic would cross most of the "Spit" area along Mosley Street resulting in congestion. Direct connection to 18 th Street and Mosley Street and direct inter-connection with Powerline Road for a more transitional discharge of traffic from the Town. Evaluation - Best	Would provide adequate service for anticipated growth and would relieve the SWEDT from the "Spit" area of the Town. Would provide direct connection to 16 th Street. Traffic would cross most of the "Spit" area along Mosley and Old Mosley Streets. Improvements may be necessary on Old Mosley Street. Does not provide direct connection to Powerline Road resulting in potential traffic congestion on River Road West. Evaluation - Medium	Would provide adequate service for anticipated growth and would relieve the SWEDT from the "Spit" area of the Town. Would provide direct connection to 14 th Street. Traffic would cross approximately 1/2 of the "Spit" area in order to access the new bridge. Improvements may be necessary on Old Mosley Street. Does not provide direct connection to Powerline Road resulting in potential traffic congestion on River Road West. Evaluation - Medium	Would provide adequate service for anticipated growth and would relieve the SWEDT from the "Spit" area of the Town. Would provide direct connection to 2 nd Street but in immediate proximity to existing Main Street bridge. Does not provide direct connection to Powerline Road resulting in potential for traffic congestion on River Road West. Evaluation - Worst
TECHNICAL					
Construction Design & Land Ownership	No impact Evaluation - Not Applicable	Design implications are not considered to be onerous. Land acquisition includes two existing developed properties, one oversized vacant lot and a 40 m wide x 180 m long water lot. Evaluation - Best	Design implications are not considered to be onerous. Land acquisition includes five existing developed properties, one vacant lot and a 40 m wide x 210 m long water lot. Bridge construction impacts island adjacent to it. Evaluation - Worst	Design implications are not considered to be onerous. Land acquisition includes five existing developed properties, one vacant lot and a 40 m wide x 210 m long water lot. Evaluation - Medium	Design implications are not considered to be onerous. Land acquisition includes one existing developed properties, two vacant lots and a 40 m wide x 280 m long water lot. In infringement on property of Public Library. Evaluation - Medium
Utilities	No impact Evaluation - Best	Hydro ROW Relocation required Evaluation - Medium	Potential impact on 16 th Street Evaluation - Medium	Potential impact on 14 th Street Evaluation - Medium	Potential impact on Access Road (south side of River) Evaluation - Medium
Operational Considerations	Added traffic flow on other streets will increase the need for maintenance on those streets. Evaluation - Medium	Operational impact is considered to be equal for Options 2, 3, 4 and 5. Evaluation - Best	Operational impact is considered to be equal for Options 2, 3, 4 and 5. Evaluation - Best	Operational impact is considered to be equal for Options 2, 3, 4 and 5. Evaluation - Best	Operational impact is considered to be equal for Options 2, 3, 4 and 5. Evaluation - Best



Nottawasaga River Crossing Class Environmental Assessment Public Information Centre May 22nd, 2013



EVALUATION OF PHASE 2 OPTIONS

CRITERIA / WEIGHTING	OPTION 1 – DO NOTHING	OPTION 2 – NEW BRIDGE – POWERLINE ROAD AREA	OPTION 3 – NEW BRIDGE – 16 TH STREET AREA	OPTION 4 – NEW BRIDGE – 14 TH STREET AREA	OPTION 5 – NEW BRIDGE – NANCY ISLAND AREA
NATURAL ENVIRONMENT					
Fisheries	No impact to fisheries. Evaluation – Best	River contains fish habitat including Provincially rare Lake Sturgeon. Loss of fish habitat at pier and abutment locations. Mitigation can be provided by improving fish habitat at other locations. Evaluation – Medium	River contains fish habitat including Provincially rare Lake Sturgeon. Loss of fish habitat at pier and abutment locations. Mitigation can be provided by improving fish habitat at other locations. Evaluation – Medium	River contains fish habitat including Provincially rare Lake Sturgeon. Loss of fish habitat at pier and abutment locations. Mitigation can be provided by improving fish habitat at other locations. Evaluation – Medium	River contains fish habitat including Provincially rare Lake Sturgeon. Loss of fish habitat at pier and abutment locations. Mitigation can be provided by improving fish habitat at other locations. Evaluation – Medium
Aquatic Wildlife and Vegetation	No impact. Evaluation - Best	A shallow marsh with standing water exists west of the Powerline Road ROW and is considered amphibian breeding and potential fish spawning habitat. Potential loss of aquatic habitat and vegetation as a result of construction activities the River. Any impact would be mitigated. Evaluation – Worst	Potential loss of aquatic habitat and vegetation as a result of construction activities the River. Any impact would be mitigated. Evaluation - Medium	Potential loss of aquatic habitat and vegetation as a result of construction activities the River. Any impact would be mitigated. Evaluation - Medium	Potential loss of aquatic habitat and vegetation as a result of construction activities the River. Any impact would be mitigated. Evaluation - Medium
Terrestrial Vegetation and Wildlife	No impact. Evaluation – Best	Direct connection to 18 th Street will require the Town to acquire at least one developed property. As such, vegetation and wildlife loss will be minimal on the north side of the River. A woodlot is present including a in the area of the Powerline Road ROW on the south side of the River and therefore considerable loss of natural vegetation and wildlife habitat (including sensitive snake species) will occur. Evaluation – Worst	Direct connection to 16 th Street may require the Town to acquire at least one developed property adjacent to the existing ROW. As such, vegetation and wildlife loss will be minimal on the north side of the River. Woodlot will be required on the south side of the River between two developed properties and therefore some loss of natural vegetation and wildlife habitat will occur. Evaluation - Medium	Direct connection to 14 th Street may require the Town to acquire at least one developed property adjacent to the existing ROW. As such, vegetation and wildlife loss will be minimal on the north side of the River. A small woodlot will be required on the south side of the River between two developed properties and therefore some loss of natural vegetation and wildlife habitat will occur. Evaluation - Medium	Direct connection to 2nd Street may require the Town to acquire at least one vacant or developed property adjacent to the existing ROW. As such, vegetation and wildlife loss will be minimal on the north side of the River. The ROW is vacant on the south side of River between the Library and a developed property, therefore minimal loss of natural vegetation and wildlife habitat. Evaluation - Best
Floodplain and Shoreline	Evaluation – Best No impact.	Evaluation – Worst Minimal impact to floodline. A small wetland extends from the base of the slope to the River. Considerable impact to both shorelines with loss of fish habitat which can be mitigated.	Evaluation – Medium Minimal impact to floodline. Considerable impact to both shorelines with loss of fish habitat which can be mitigated.	Evaluation - Medium Minimal impact to floodline. Considerable impact to both shorelines with loss of fish habitat which can be mitigated.	Evaluation - Best Minimal impact to floodline. Considerable impact to both shorelines with loss of fish habitat which can be mitigated.
	Evaluation – Best	Evaluation – Medium	Evaluation – Medium	Evaluation – Medium	Evaluation – Medium



Nottawasaga River Crossing Class Environmental Assessment Public Information Centre May 22nd, 2013



EVALUATION OF PHASE 2 OPTIONS

CRITERIA / WEIGHTING	OPTION 1 – DO NOTHING	OPTION 2 – NEW BRIDGE – POWERLINE ROAD AREA	OPTION 3 – NEW BRIDGE – 16 TH STREET AREA	OPTION 4 – NEW BRIDGE – 14 TH STREET AREA	OPTION 5 – NEW BRIDGE – NANCY ISLAND AREA
SOCIO-ECONOMIC					
Air Quality, Noise & Vibration	Increased traffic congestion on other streets (Mosley and River Road) will occur. Noise impact will increase in those locations.	Close proximity to existing houses on north side of River but reasonable separation can be provided between new road and existing houses on south side of River. May cause permanent noise and vibration impact to approximately 4 residences.	Close proximity to existing houses on both sides of River. May cause permanent noise and vibration impact to approximately 19 houses.	Close proximity to existing houses on both sides of River. May cause permanent noise and vibration impact to approximately 16 houses.	Close proximity to existing houses on both sides of River. May cause permanent noise and vibration impact to approximately 6 houses and some commercial and institutional facilities including the Nancy Island Museum.
Social Impacts on Residents and Businesses	Increased traffic congestion throughout "Spit" area and along River Road West.	Improved traffic flow from "Spit" area without adding more traffic to River Road West. May result in less traffic through commercial area along Mosley Street.	Improved traffic flow from "Spit" area but adds more traffic to River Road West. May result in less traffic through commercial area along Mosley Street.	Improved traffic flow from "Spit" area but adds more traffic to River Road West. May result in less traffic through commercial area along Mosley Street.	Minimal improvement to traffic flow from "Spit" area. Adds more traffic to River Road West. Results in less traffic through commercial area along Mosley Street. May cause traffic congestion in residential areas along Mosley Street.
Social Impacts on Social Features	Increased traffic congestion to all Town features includes the "Spit", access to Beach Areas 1 to 4 and to Nancy Island	Improved access to "Spit" area including Beach areas 1 to 4.	Improved access to "Spit" area including Beach areas 1 to 4.	Improved access to "Spit" area including Beach areas 1 to 4.	Minimal improvement to access to "Spit" area including Beach areas 1 to 4.
Archaeological and Heritage	No impact.	Requires Stage 2 Assessment but for the purposes of Phase 2 of the Class EA, it is considered that Options 2, 3 and 4 are of equal significance.	Requires Stage 2 Assessment but for the purposes of Phase 2 of the Class EA, it is considered that Options 2, 3 and 4 are of equal significance.	Requires Stage 2 Assessment but for the purposes of Phase 2 of the Class EA, it is considered that Options 2, 3 and 4 are of equal significance.	Requires Stage 2 Assessment but for the purposes of Phase 2 of the Class EA, it is considered that Nancy Island is of significant value and therefore must be protected.
Capital Cost	No impact	Bridge estimate = \$8.2m Road estimate = \$2.1m Intersection estimate = \$0.35m Property costs = \$3.0m Engineering and Contingency = \$2.6m Total Est. Capital Cost = \$16.25m	Bridge estimate = \$9.5m Road estimate = \$2.0m Intersection estimate = \$0.49m Ball park property costs = \$2.57m Engineering and Contingency = \$3.0m Total Est. Capital Cost = \$17.56m	Bridge estimate = \$9.5m Road estimate = \$1.8m Intersection estimate = \$0.47m Ball park property costs = \$2.8m Engineering and Contingency = \$2.94m Total Est. Capital Cost = \$17.5	Bridge estimate = \$12.7m Road estimate = \$1.9m Intersection estimate = \$0.5m Ball park property costs = \$1.15m Engineering and Contingency = \$3.78m Total Est. Capital Cost = \$20.0m
	Evaluation – Best	Evaluation - Best	Evaluation - Medium	Evaluation - Medium	Evaluation - Worst



Nottawasaga River Crossing
Class Environmental Assessment
Public Information Centre
May 22nd, 2013



PHASE 2 RECOMMENDED SOLUTION

All four of the identified bridge Options (# 2, 3, 4 and 5) would address the identified problem of increased future traffic. These Options were evaluated based on the list of criteria and the assessment is presented in the “Evaluation of Phase 2 Options” .

Based on this evaluation process, it is considered that Option 2 (New Bridge - Powerline Road Area) would provide the best location since it is directly opposite the Powerline Road intersection and provides north-south cross-Town connectivity. This would allow the traffic that is generated during a summertime weekend event to exit the “Spit “area in a more efficient manner.



**Nottawasaga River Crossing
Class Environmental Assessment
Public Information Centre
May 22nd, 2013**



**NEXT STEPS
(TENTATIVE DATES)**

1. Review Comments received from Public Information Centre – early June 2013
2. Select Preferred Solution – early June 2013
3. Confirm Class EA Schedule (Schedule C) – early June 2013
4. Identify and Evaluate Bridge Design Options – June to August 2013
5. Publish Notice of Phase 3 PIC – August 2013
6. Hold Phase 3 PIC – late July 2013
7. Review Comments – mid August 2013
8. Select Preferred Design – end of August 2013
9. Publish Notice of Completion of Class EA – September 2013
10. Public and Agency review of DRAFT Environmental Study Report (30 days) – October 2013
11. Finalize Environmental Study Report based on comments received – November 2013
12. Memo to Ministry of Environment – Completion of Class EA – November 2013



**Nottawasaga River Crossing
Class Environmental Assessment
Public Information Centre
May 22nd, 2013**



WHAT CAN YOU DO?

- Fill out a comment sheet
- Send your comments to:

Mike Pincivero, P.Eng.
Public Works Engineer
Town of Wasaga Beach
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540 ext. 2307
Fax: (705) 429-8226
Email: pwengineer@wasagabeach.com

Nicole Sartor, P.Eng.
Project Engineer
Ainley Group
280 Pretty River Parkway
Collingwood, Ontario
L9Y 4J5
Tel: (705) 445-3451 ext. 124
Fax: (705) 445-0968
Email: sartor@ainleygroup.com

TOWN OF WASAGA BEACH
NOTTAWASAGA RIVER CROSSING
CLASS ENVIRONMENTAL ASSESSMENT

Public Information Centre – May 22, 2013
7:00 p.m. to 9:00 p.m. – RecPlex – Oakview Room

COMMENT SHEET

Please print all responses.

NAME OF RESPONDENT:



REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

PROPERTY OWNER

ADDRESS (Including Postal Code, Telephone Number & Email Address):

WASAGA BEACH

CONTACT INFO:



COMMENTS (Please use the back of this sheet if necessary)

WE HAVE OWNED A FAMILY COTTAGE AT 14TH ST + OLD MOSLEY ST FOR
OVER 35 YRS. FOR THE PURPOSE OF RELAXATION + AS A GET-A-WAY FROM
THE HUSTLE + BUSTLE OF DAY TO DAY LIFE. OUR FUTURE PLAN WAS TO
RETIRE AT THIS LOCATION.

WE FEEL THAT ANY OPTION THAT ALLOWS MORE TRAFFIC FLOW ON THE
SPIT WOULD NEGATIVELY IMPACT OUR PURPOSE FOR HAVING + MAINTAINING
THIS PROPERTY. FURTHERMORE, OPTION 4 OF THE PROPOSAL WOULD HAVE

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes

No

Please submit this comment sheet by **June 5, 2013** to:

Nicole Sartor, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood Ontario
L9Y 4J5
Tel: (705) 445-3451 ext. 124
Fax: (705) 445-0968

E-mail: sartor@ainleygroup.com

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Fax: (705) 429-8226

Email: pwengineer@wasagabeach.com

THE NEW BRIDGE BUILT ON OUR DOORSTEP.

THIS OPTION, BUT ALSO EVERY OPTION THAT INVOLVES BUILDING A BRIDGE TO THE SOUTHWEST OF OUR PROPERTY WOULD DRAMATICALLY INCREASE THE AMOUNT OF TRAFFIC, NOISE + POLLUTION THAT TRAVELS BY OUR LOCATION.

THIS IS NOT HOW WE ENVISIONED OUR RETIREMENT

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NAME OF RESPONDENT:

[REDACTED]

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

WASAGA COUNCIL

ADDRESS (Including Postal Code, Telephone Number & Email Address):

[REDACTED]

- WASAGA BEACH

[REDACTED]

COMMENTS (Please use the back of this sheet if necessary)

TERRIBLE IDEA. PEDESTRIAN BRIDGE MAYBE,
LEADS INTO A LAND LOCKED AREA.
JUST ADDS MORE TRAFFIC TO AREA.

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes

No

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Project Engineer
Ainley & Associates Limited
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Collingwood Ontario
L9Y 4J5
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Fax: (705) 445-0968

E-mail: sartor@ainleygroup.com

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NAME OF RESPONDENT:

[REDACTED]

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

PROP. OWNER

ADDRESS (Including Postal Code, Telephone Number & Email Address):

[REDACTED]

L9Z 2J4

[REDACTED]

COMMENTS (Please use the back of this sheet if necessary)

I AM OPPOSED TO A 3RD BRIDGE
AND TIME WITHIN THE NEXT 15 YEARS.
(EXCEPT FOR PEDESTRIAN BRIDGE) WIDEN
RIVER ROAD ↗ SCHOONER TOWN.

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes

No

Please submit this comment sheet by June 5, 2013 to:

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Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood Ontario
L9Y 4J5
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Email: pwengineer@wasagabeach.com

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Public Information Centre – May 22, 2013
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Please print all responses.

NAME OF RESPONDENT:

[REDACTED]

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

Property Owner

ADDRESS (Including Postal Code, Telephone Number & Email Address):

[REDACTED] WASAGA BEACH [REDACTED]

[REDACTED]

COMMENTS (Please use the back of this sheet if necessary)

I would go with option 1 as I feel that
there is no need as traffic has decreased
since living at the above address (30 years).

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes No

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Nicole Sartor, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
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L9Y 4J5
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Please print all responses.

NAME OF RESPONDENT:

[REDACTED]

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

ADDRESS (Including Postal Code, Telephone Number & Email Address):

[REDACTED]

[REDACTED]

COMMENTS (Please use the back of this sheet if necessary)

Totally agree with Option 2 - do not wait
30 years.

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes

No

Please submit this comment sheet by **June 5, 2013** to:

Nicole Sartor, P.Eng.
Project Engineer

Ainley & Associates Limited
280 Pretty River Parkway
Collingwood Ontario
L9Y 4J5

Tel: (705) 445-3451 ext. 124
Fax: (705) 445-0968

E-mail: sartor@ainleygroup.com

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30 Lewis Street
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NAME OF RESPONDENT:

[REDACTED]

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

[REDACTED] for Wasaga Beach

ADDRESS (Including Postal Code, Telephone Number & Email Address):

[REDACTED], Wasaga Beach
[REDACTED]

COMMENTS (Please use the back of this sheet if necessary)

- NOT A POSITIVE TIME TO SPEND THE MONEY ON A STUDY FOR BRIDGES.
- FIX THE ROADS
- FINE THE BEACH (1) WITH BUSINESSES
- IMPROVE THE LOOK OF THE STREET.
- ENCOURAGE BUSINESSES TO COME AND DO NOT WASTE TAX MONEY ON STUDIES SO FAR

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes

No

Please submit this comment sheet by June 5, 2013 to:

Nicole Sartor, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood Ontario
L9Y 4J5
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Fax: (705) 445-0968

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into the future which will scare
people from, Buying, Selling or
improving their properties
- Session was poorly set up - Should
have sent out the info on the
internet - Needed question & answer
session! WASTE OF TAXPAYER'S
money AGAIN!

An extra bridge will not solve
traffic congestion. Traffic counting
does not show where they will go,
move them out of the central
area! ~~Re~~

Re think this waste of
time & money!

TOWN OF WASAGA BEACH
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NAME OF RESPONDENT:



REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

Owners

ADDRESS (Including Postal Code, Telephone Number & Email Address):



COMMENTS (Please use the back of this sheet if necessary)

*Pleased the 16th street option is
not favoured*

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes

No

Please submit this comment sheet by **June 5, 2013** to:

Nicole Sartor, P.Eng.

Project Engineer

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Collingwood Ontario

L9Y 4J5

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TOWN OF WASAGA BEACH
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COMMENT SHEET

Please print all responses.

NAME OF RESPONDENT:

[REDACTED]

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

ADDRESS (Including Postal Code, Telephone Number & Email Address):

[REDACTED] WASAGA BEACH ONT
[REDACTED]

COMMENTS (Please use the back of this sheet if necessary)

I THINK THIS IS NO BRAINER OPTION #2
IS THE BEST CHOICE.

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes

No

Please submit this comment sheet by June 5, 2013 to:

Nicole Sartor, P.Eng.
Project Engineer
Ainley & Associates Limited
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Please print all responses.

NAME OF RESPONDENT:

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

INTERESTED IN THE MUNICIPALITY GROWTH

ADDRESS (Including Postal Code, Telephone Number & Email Address):

P.O. Box 338
WASAGA BEACH, ONT.

COMMENTS (Please use the back of this sheet if necessary)

IT IS GREAT TO SEE MUNICIPAL COUNCIL LOOKING
AHEAD.

BASED ON PAST EXPERIENCES IT LEADS ME
TO BELIEVE THIS IS A LONG AND COSTLY PROJECT
BUT IT IS A MUST, IN ORDER TO GROWTH TO TAKE
PLACE IN THIS MUNICIPALITY

THE AWAY I SEE IT

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes

No

TURN
→

Please submit this comment sheet by June 5, 2013 to:

Nicole Sartor, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood Ontario
L9Y 4J5
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Email: pwengineer@wasagabeach.com

ESTABLISH LOCATION AND WORK
FORWARD.

IF I CAN UNDERSTAND THE PROCESS
AS ALWAYS CAPITAL COST (LAND COST)
IT IS A FACTOR

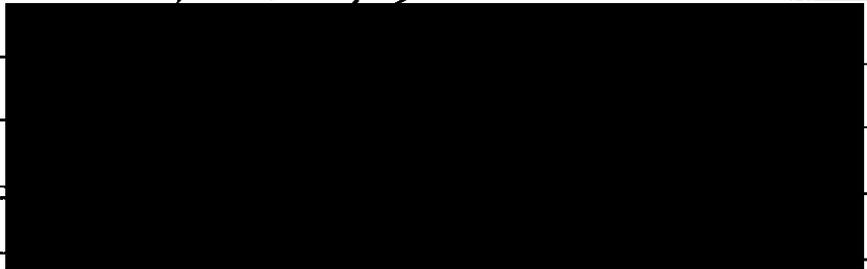
HOWEVER OPTION 2 IS IN MY
MIND THE ONE TO CONSIDER

THE INTERIOR SOUTH PART OF WASAGA
BEACH HAVE A VERY EASY ACCESS
TO THE BEACH.

THIS BRIDGE IN THIS LOCATION
HAS NO IMPACT ON LAND DEVELOPMENT
BUT WASAGA WILL MOVE FREELY
AND EASIER

GOOD LUCK.

THANKS FOR ALLOWING ME
TO EXPRESS MY VIEWS



TOWN OF WASAGA BEACH
NOTTAWASAGA RIVER CROSSING
CLASS ENVIRONMENTAL ASSESSMENT

Public Information Centre – May 22, 2013
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COMMENT SHEET

Please print all responses.

NAME OF RESPONDENT:

[Redacted] & [Redacted]

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

Property owner & Business owner

ADDRESS (Including Postal Code, Telephone Number & Email Address):

[Redacted]
[Redacted]

COMMENTS (Please use the back of this sheet if necessary)

I believe there is a need for a traffic bridge at 18th to Power Line Rd to release traffic coming into the beach & leaving the beach. This has been needed for many years.

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes

No

Please submit this comment sheet by **June 5, 2013** to:

Nicole Sartor, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood Ontario
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Please print all responses.

NAME OF RESPONDENT:

[Redacted]

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

Residents Group

ADDRESS (Including Postal Code, Telephone Number & Email Address):

Wasaga Beach, Ontario, L9Z 2A5
jmwill@sympatico.ca

COMMENTS (Please use the back of this sheet if necessary)

I would wish that you send me the material presented tonight for dissemination to our Streets Residents. A web site, or address would be preferred as most residents are weekend only. They are unable to drive to week night meetings. otherwise a mass mailing of this material would help.

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes

No

Please submit this comment sheet by June 5, 2013 to:

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Ainley & Associates Limited
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THANKS


TOWN OF WASAGA BEACH
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Please print all responses.

NAME OF RESPONDENT:

[REDACTED]

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

ADDRESS (Including Postal Code, Telephone Number & Email Address):

[REDACTED] MOSLEY ST WASAGA BEACH L9Z 2J4

PHONE [REDACTED]

COMMENTS (Please use the back of this sheet if necessary)

IN FAVOUR OF BRIDGE FOR SNOW MOBILE, WALKING AND BIKES. IF IN YEARS TO COME A TRAFFIC BRIDGE IS NECESSARY OPTION 2. POWER LINE RD TO 13TH ST WOULD BE MY CHOICE:

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes

No

Please submit this comment sheet by **June 5, 2013** to:

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Project Engineer
Ainley & Associates Limited
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Collingwood Ontario
L9Y 4J5
Tel: (705) 445-3451 ext. 124
Fax: (705) 445-0968

E-mail: sartor@ainleygroup.com

Mike Pincivero, P.Eng.
Public Works Engineer
Town of Wasaga Beach
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540 ext. 2307
Fax: (705) 429-8226

Email: pwengineer@wasagabeach.com

TOWN OF WASAGA BEACH
NOTTAWASAGA RIVER CROSSING
CLASS ENVIRONMENTAL ASSESSMENT
(SCHEDULE 'C')

PUBLIC INFORMATION CENTRE
MAY 22, 2013

SIGN IN SHEET – PLEASE PRINT

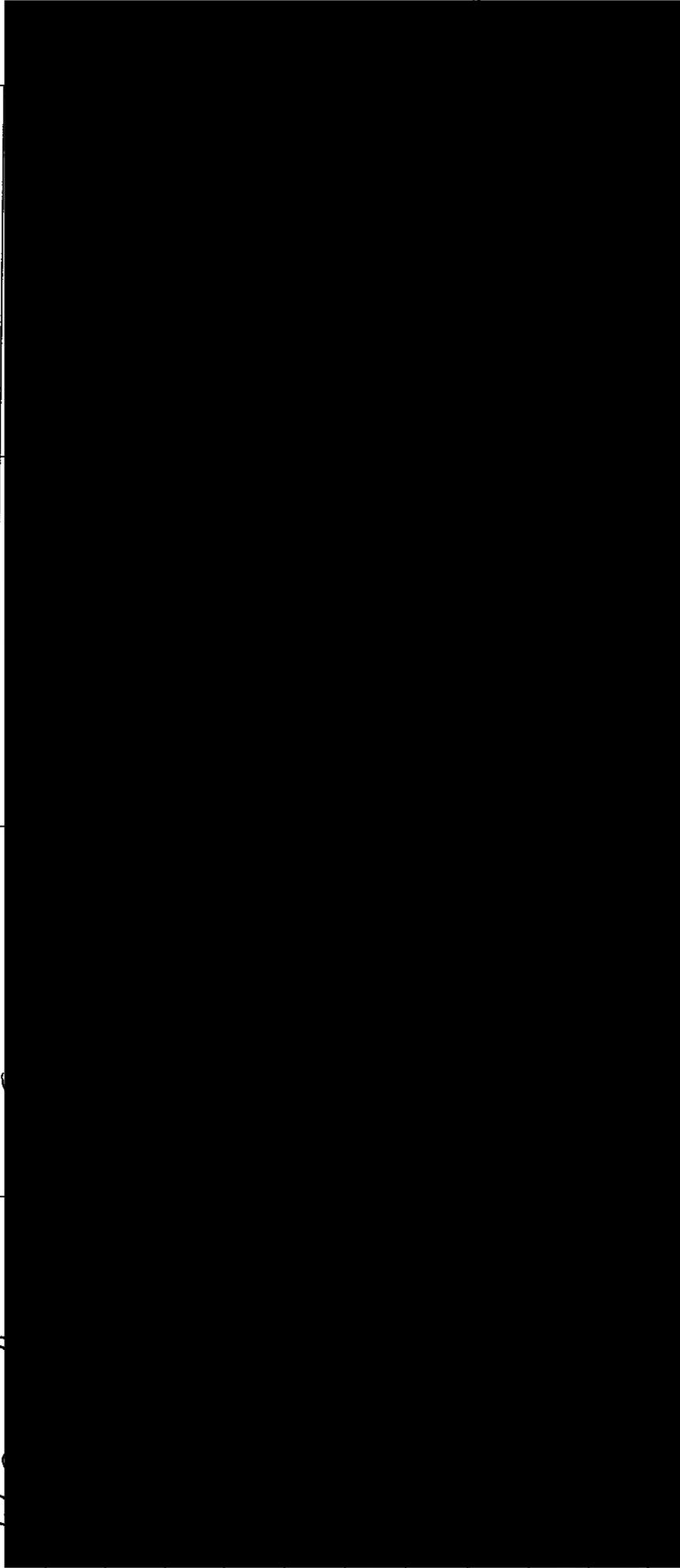
NAME	ADDRESS	TELEPHONE NO.	E-MAIL ADDRESS
[REDACTED]			

TOWN OF WASAGA BEACH
NOTTAWASAGA RIVER CROSSING
CLASS ENVIRONMENTAL ASSESSMENT
(SCHEDULE 'C')

PUBLIC INFORMATION CENTRE
MAY 22, 2013

SIGN IN SHEET - PLEASE PRINT

NAME	ADDRESS	TELEPHONE NO.	E-MAIL ADDRESS
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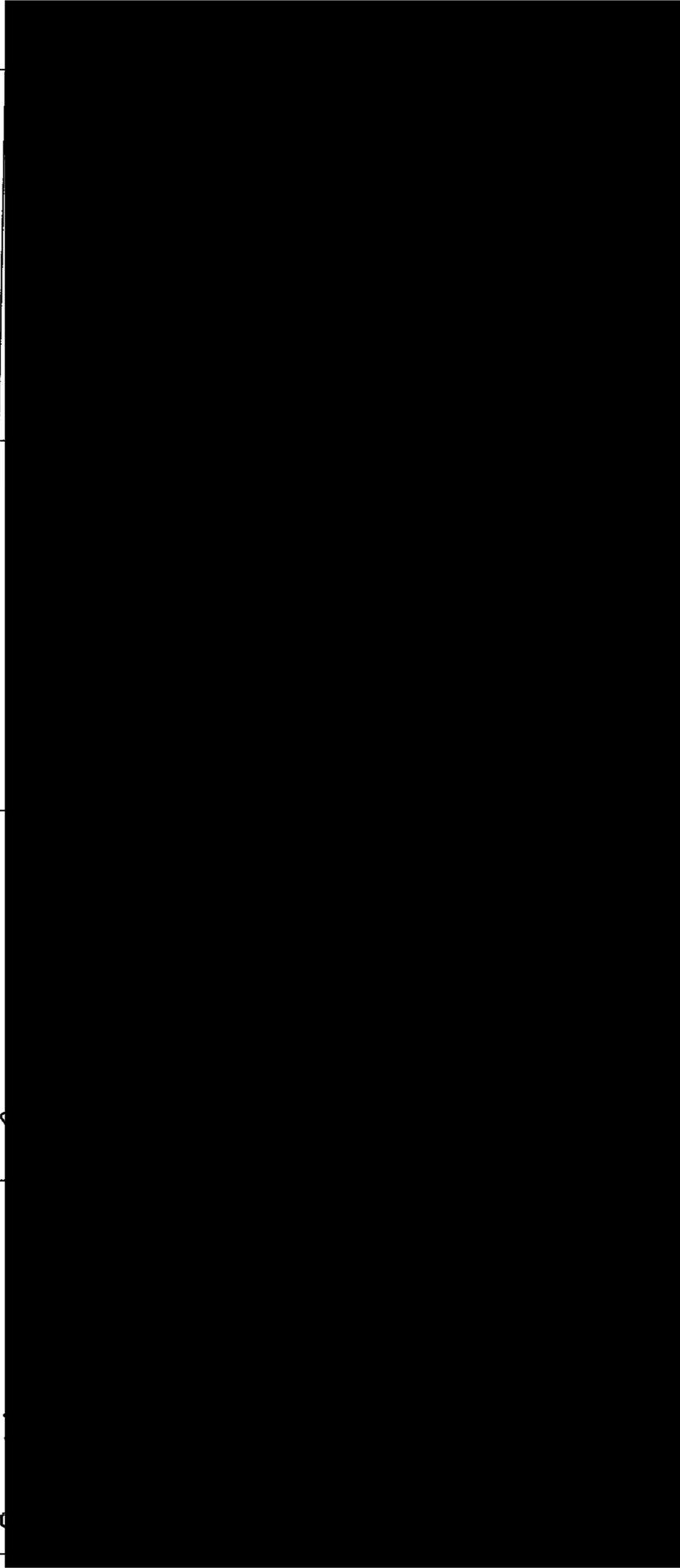


**TOWN OF WASAGA BEACH
NOTTAWASAGA RIVER CROSSING
CLASS ENVIRONMENTAL ASSESSMENT
(SCHEDULE 'C')**

**PUBLIC INFORMATION CENTRE
MAY 22, 2013**

SIGN IN SHEET – PLEASE PRINT

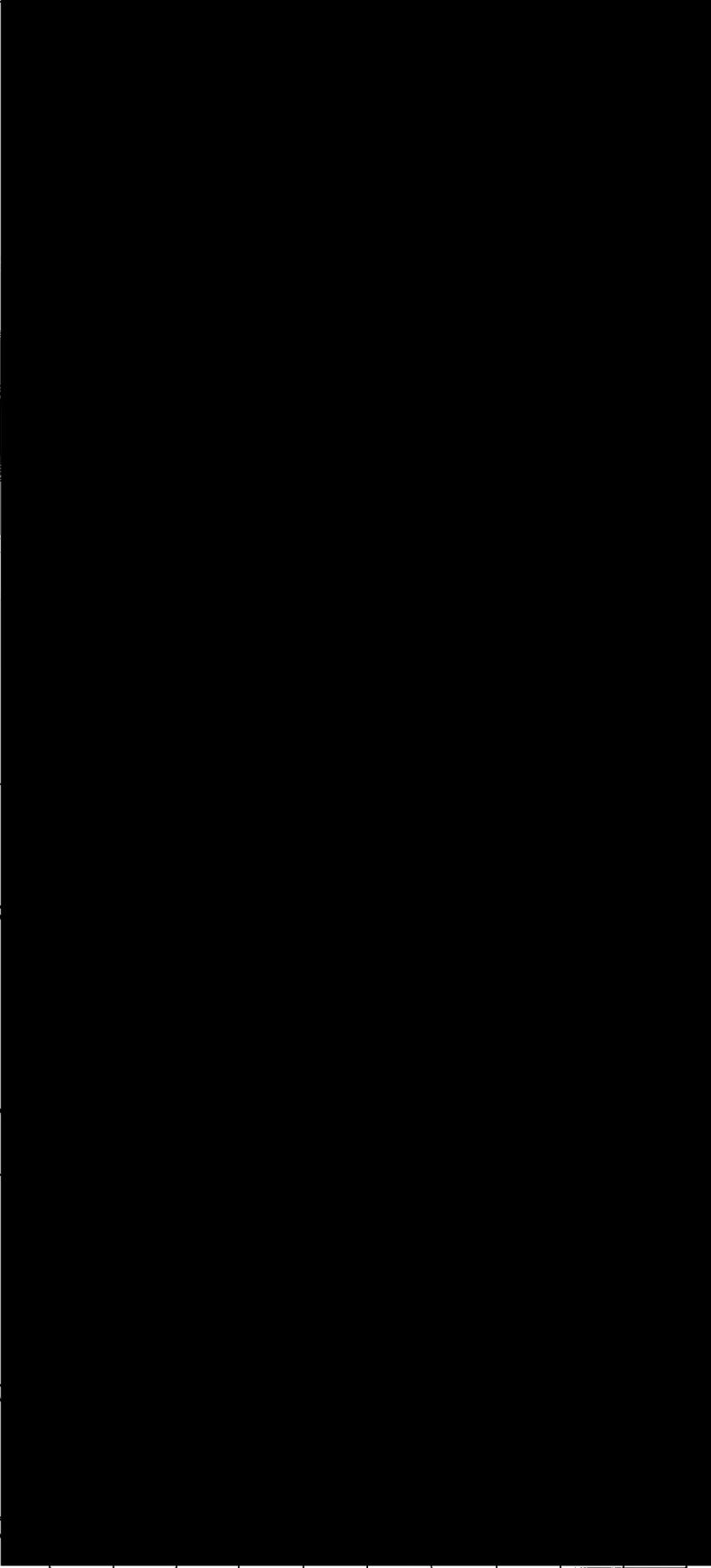
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TOWN OF WASAGA BEACH
NOTTAWASAGA RIVER CROSSING
CLASS ENVIRONMENTAL ASSESSMENT
(SCHEDULE 'C')

PUBLIC INFORMATION CENTRE
MAY 22, 2013

SIGN IN SHEET - PLEASE PRINT

NAME	ADDRESS	TELEPHONE NO.	E-MAIL ADDRESS
			

Nicole Sartor

From: [REDACTED]
Sent: May 23, 2013 8:40 AM
To: Nicole Sartor
Cc: Mike Pincivero
Subject: Nottawasaga River Crossing Class EA

Nicole and Mike,

Please accept this email as my comments regarding the Public Information Centre held at the RecPlex on May 22, 2013 regarding Phase 2 work on the above-noted project. There was a great deal of project information to review and the Ainley team were readily available to respond to questions and discuss issues.

I must thank you, Nicole specifically, for being patient and positive with my questions and those of landowners in the vicinity of the recommended Option 2 crossing location. The location appears to be favourable from a transportation network perspective as it will allow for a third direct connection from Mosely to Highway 26 via Powerline Road. However, there were noted in the evaluation significant features in both the aquatic and terrestrial local environs. These attributes are not as significant at the other potential river crossing locations. It was noted that the significant habitats that might be impacted or lost as part of implementing Option 2 could be recreated elsewhere yet it was not suggested if this was really possible as no field work has yet been completed, as I was told.

This larger issue that was not noted as part of the existing conditions for Option 2 is the long-standing traffic circulation and resulting safety issues in the vicinity of Mosley and 18th Streets. At the location of Option 2, Mosely Street follows an large "S" to realign at 18th Street. There are two stop signs, both for traffic moving eastbound on Mosley and Dunkerron streets. Traffic moving westbound has no controls. There is a long record of crashes and near misses in this area. Vehicular traffic conflicts with pedestrians and cyclists and seasonal drivers do not know how to navigate the area safely. Public safety was not part of the evaluation criteria.

If Option 2 is confirmed as the recommended solution to move in to Phase 3 of more detailed evaluation of design options, then it would be important to resolve the existing safety and traffic flow issues through context sensitive design of the bridge connection to Mosely street. A traffic round-about designed at a local scale (not for a regional road volume) could be an option to provide safe movement patterns. Small local scale traffic circles have been in operation successfully in the Region of Waterloo.

The analysis also indicated that land purchase will be required. Property is for sale now in the vicinity and the Town should be prepared to secure that parcel as soon as is possible and allowable through the Class EA process. Even if the project "bridge" will not be constructed until well into the future, there may be measures that can be taken in the interim period, as traffic volumes increase, to improve the safety in the local area. I appreciated the opportunity to discuss this stage of the project with you and wish to be informed of the Phase 3 Information Centre which is tentatively planned for August. Respectfully submitted for consideration by the study team.

[REDACTED]

Nicole Sartor

From: [REDACTED]
Sent: May 23, 2013 8:53 PM
To: sartor@ainleygroup.com
Subject: Nottawasaga River Crossing Class Environmental Assessment

Ms Nicole Sartor,

We attended the open house May 22nd and would like more information.

We own property at the corner of 14th St. & Old Mosley (option 4 of the new bridge proposal).

Your display indicated the need to acquire 5 existing developed properties.

When we spoke to you, you didn't have the information on hand but suggested we contact you.

Please advise which 5 properties this statement refers to.

Thank you,

[REDACTED]

Nicole Sartor

From: [REDACTED]
Sent: May 28, 2013 8:04 PM
To: sartor@ainleygroup.com
Subject: File 112026

Hi Nicole,
I spoke with you the other day about the proposed new bridge. Please find my email address below, to forward any information that may come out.

Regards,

[REDACTED]

[REDACTED]

Nicole Sartor

From: [REDACTED]
Sent: May 28, 2013 9:05 PM
To: mayor@wasagabeach.com; pwengineer@wasagabeach.com; sartor@ainleygroup.com
Cc: deputymayor@wasagabeach.com; council4@wasagabeach.com; council2@wasagabeach.com; council3@wasagabeach.com; council5@wasagabeach.com; council1@wasagabeach.com
Subject: Composite Wasaga Beach Bridge
Attachments: B0410.png

Dear Mayor Patterson,

Hello from the US. We thought you might be interested in this composite bridge technology out of Chicago for your Nottawasaga Bridge project.

<http://redoit.org/hcb-videos>

<http://tinyurl.com/HCBSpans>

http://www.compositology.com/news/industry_news/architect_and_design/largest-composite-bridge-open

For definitive answers to any questions you may have you can contact [John Hillman](#) directly at the below addresses:



Best wishes,

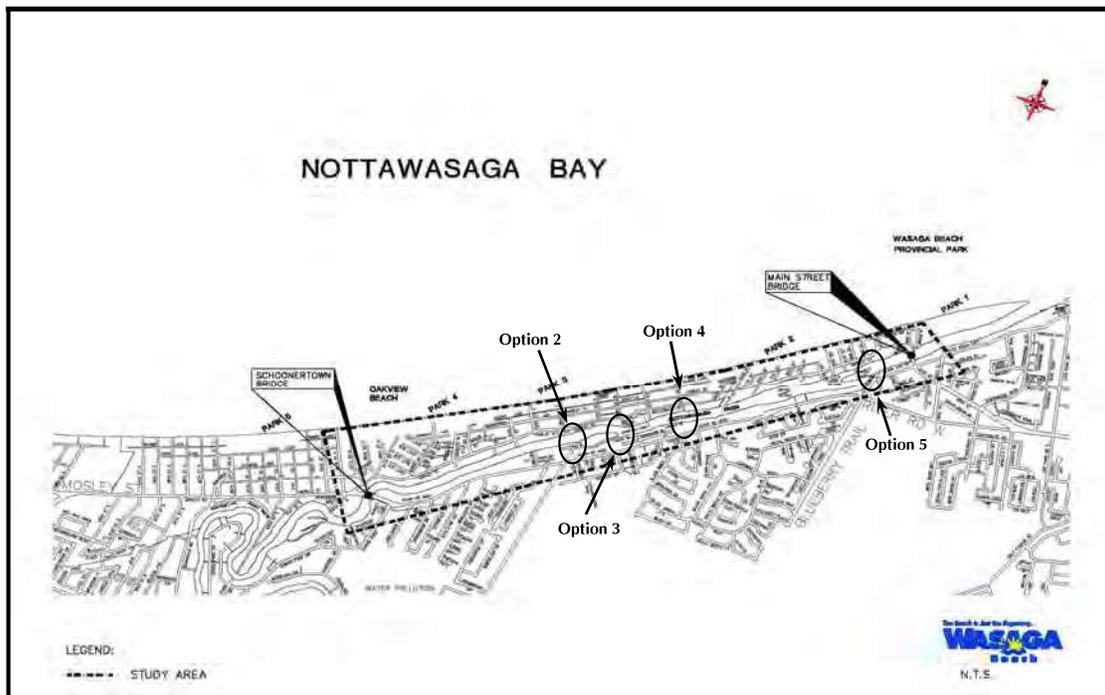




**TOWN OF WASAGA BEACH
CLASS ENVIRONMENTAL ASSESSMENT
NOTTAWASAGA RIVER BRIDGE
PHASE 2 NOTICE OF PUBLIC INFORMATION CENTRE**

Further to the Notice of Study Commencement issued June 1, 2012, the Town of Wasaga Beach is continuing to consider long range planning (beyond the normal ten to twenty year planning forecast) for the possible future construction of a new bridge crossing of the Nottawasaga River in order to ease anticipated future traffic issues.

The Study Area is shown on the map provided below.



Five Options (including Do Nothing) have been identified and evaluated. The Options are as follows:

- Option 1 - Do Nothing
- Option 2 - Build a new bridge in the vicinity of Powerline Road crossing to Mosley Street
- Option 3 - Build a new bridge in the vicinity of River Road West crossing to 16th Street
- Option 4 - Build a new bridge in the vicinity of River Road West to crossing to 14th Street
- Option 5 - Build a new bridge in the vicinity of Nancy Island

The Phase 2 Recommended Solution is Option 2. This Project is being planned as a Schedule C project under the Municipal Class Environmental Assessment. A Public Information Centre is planned to provide further information to the public on the Recommended Solution and to receive input and comment from interested persons. In addition to addressing vehicular traffic issues, this Class EA planning process will take into consideration recreational (snowmobile) and pedestrian traffic.

Public Information Centre

Time: Open House: 7:00 pm to 9:00 pm
Date: Wednesday, May 22, 2013
Location: Wasaga Rec Plex – 1724 Mosley St.

Public input and comment on the Recommended Solution will be incorporated into the planning process. Comments will be received until June 5, 2013. A future Public Information Centre (Phase 3) will be held to present design options for the recommended solution. A Notice will be issued prior to the future PIC date.

If you have any comments or questions, or if you would like to be placed on the mailing list to receive project information, please contact the Consultant undertaking the study.

This notice issued May 9, 2013

Mr. Michael Pincivero, P.Eng.
Public Works Engineer
Wasaga Beach Public Works
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540
Fax: (705) 429-8226
Email: pwengineer@wasagabeach.com

Ms. Nicole Sartor, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario
L9Y 4J5
Phone: (705) 445-3451
Fax: (705) 445-0968
Email: sartor@ainleygroup.com

Nicole Sartor

From: [REDACTED]
Sent: June 3, 2013 8:14 PM
To: sartor@ainleygroup.com
Cc: pwengineer@wasagabeach.com
Subject: Resident Opposed to Nottawasaga River Crossing
Attachments: Comment Sheet pg.1.jpeg; Comment Sheet pg.2.jpeg

Hi Nicole, Mike,

Please see attached copies of completed comment sheet.

Best Regards,

[REDACTED]

TOWN OF WASAGA BEACH
NOTTAWASAGA RIVER CROSSING
CLASS ENVIRONMENTAL ASSESSMENT

Public Information Centre – May 22, 2013
7:00 p.m. to 9:00 p.m. – RecPlex – Oakview Room

COMMENT SHEET

Please print all responses.

NAME OF RESPONDENT:

[REDACTED]

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

[REDACTED]

ADDRESS (Including Postal Code, Telephone Number & Email Address):

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

COMMENTS (Please use the back of this sheet if necessary)

As a long time seasonal resident (51 years) at a property which will be directly affected by the bridge preferred site location, I am deeply concerned for our future. Our cottage (resmesby) has been in the family for 69 years, through 3 generations and is planned to be passed along to our future generations. We are a close knit family with uncountable good memories associated with this property and plan for these memories to continue. → see over.

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes

No

Please submit this comment sheet by June 5, 2013 to:

Nicole Sartor, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood Ontario
L9Y 4J5
Tel: (705) 445-3451 ext. 124
Fax: (705) 445-0968

E-mail: sartor@ainleygroup.com

Mike Pincivero, P.Eng.
Public Works Engineer
Town of Wasaga Beach
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540 ext. 2307
Fax: (705) 429-8226

Email: pwengineer@wasagabeach.com

I do not believe that a 3rd bridge is necessary now or in the future unless the province plans to destroy more of Wasaga Beach by expanding their "provincial park". Besides affecting the human factor on the north side of the river a good reason for not building a bridge at 18th street is the natural untouched land that will be destroyed on the south side of the river. This land at the north end of Powerline road is the only woodlot/wetland/swamp on the river east of the Schoonertown bridge that is home to tons of wildlife (completely different from the rest wildlife that the rest of Wasaga Beach attracts). Sipping coffee early in the morning watching deer feed at the water's edge in peace will be a thing of the past if this proposal is approved. Possibly a look at this 3rd bridge should only be considered after the Schoonertown bridge expansion is completed to see if it is required or not.

Since it has been stated that this proposed bridge is not in the works for another 30 to 40 years I suggest that all planning stop now and when or if there is better justification in the future then it could be addressed at that time.



Nicole Sartor

From: [REDACTED]
Sent: June 5, 2013 4:27 PM
To: [REDACTED]
Cc: Mike Pincivero (pwengineer@wasagabeach.com); Gerald Reu
Subject: FW: Nottawasaga River Crossing Class Environmental Assessment

Good Afternoon [REDACTED]

We have reviewed our preliminary alignment options for Option 4 of the Nottawasaga River Crossing Class Environmental Assessment. The properties we had identified were 91 and 99 Old Mosley Street and 1444, 1452 and 1478 River Road West. There will also be a vacant property required between 1444 and 1452 River Road West required.

Please note that these assessments were preliminary and would need to be further reviewed should this option proceed.

Please also note that Option 4 has not been identified as the Recommended Solution.

We hope that answers your questions. Please feel free to contact us if you have any further questions or comments.

Regards,

Nicole M. Sartor, P.Eng.
Project Engineer



280 Pretty River Parkway
Collingwood, ON L9Y 4J5
sartor@ainleygroup.com
Tel: (705) 445-3451 Ext. 124
Fax: (705) 445-0968
Cell: (705) 444-9047

CAUTION: The information contained in and/or attached to this transmission is solely for the use of the intended recipient. Any copying, distribution or use by others, without the express written consent of the Ainley Group, is strictly prohibited. The recipient is responsible for confirming the accuracy and completeness of the information with the originator. Please advise the sender if you believe this message has been received by you in error.

From: Mike Pincivero [<mailto:pwengineer@wasagabeach.com>]
Sent: June 5, 2013 10:17 AM
To: Nicole Sartor
Subject: FW: Nottawasaga River Crossing Class Environmental Assessment

FYI

Regards,

Mike Pincivero, P.Eng.
Manager of Engineering Services, RMO/RMI

Town of Wasaga Beach
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1

Office: (705) 429-2540 ext. 2307

Fax: (705) 429-8226

Cell: (705) 441-4123

pwengineer@wasagabeach.com

From: [REDACTED]

Sent: June-02-13 8:48 PM

To: pwengineer@wasagabeach.com

Subject: Nottawasaga River Crossing Class Environmental Assessment

Mike Pincivero,

We attended the open house May 22nd and would like more information.

We own property at the corner of 14th St. & Old Mosley (option 4 of the new bridge proposal).

Your display indicated the need to acquire 5 existing developed properties.

When we asked the Engineering consultants that were on site that evening, they weren't able to provide information as to which 5 properties were involved.

Nicole Sartor of Ainley & Associates suggested we email our request to her which we did on May 23, 2013, but so far we have not received a reply.

Because we are planning to retire on this property we need to know how our property will be affected.

Please advise which 5 properties you are referring to in your proposal presented at the information meeting at the Rec Centre on May 22, 2013.

Thank you,

[REDACTED]

Nicole Sartor

From: Mike Pincivero <pwengineer@wasagabeach.com>
Sent: June 10, 2013 8:45 PM
To: Nicole Sartor
Cc: neumann@ainleygroup.com; g.reu@wasagabeach.com
Subject: FW: Aboriginal consultation information re: Nottawasaga River Bridge - ON

FYI

Regards,

Mike Pincivero, P.Eng.
Manager of Engineering Services, RMO/RMI

Town of Wasaga Beach
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1

Office: (705) 429-2540 ext. 2307
Fax: (705) 429-8226
Cell: (705) 441-4123
pwengineer@wasagabeach.com

From: CAU-UCA [<mailto:CAU-UCA@aadnc-aandc.gc.ca>]
Sent: June-05-13 11:29 AM
To: pwengineer@wasagabeach.com
Subject: Aboriginal consultation information re: Nottawasaga River Bridge - ON

Hello Project Leadership,

I am writing on behalf of the Consultation and Accommodation Unit(CAU) of Aboriginal Affairs and Northern Development Canada (AANDC).

As a rule, AANDC officials do not participate in environmental assessments that pertain to projects off-reserve, nor does the department track how other parties carry out their EAs. Therefore, in future **please omit AANDC officials from your public information notification for projects that do not intersect with reserve land.** This information has been relayed to the Ministry of Environment, and their contact list will be updated shortly.

If you are contacting AANDC to request Aboriginal consultation information, please **reply** and we will be happy to provide it. The CAU's Consultation Information Service (CIS) has been established as a 'single window approach' to help co-ordinate departmental responses to consultation-related

queries coming from federal departments and third parties. Please provide a radius (in kilometres) around your project from which you would like information. We will provide information related to Aboriginal groups and their asserted or established Aboriginal and/or treaty rights and claims, to the extent that these are known by AANDC.

Future requests for Aboriginal consultation information from AANDC, can be submitted directly to the following mailbox: UCA-CAU@aadnc-aandc.gc.ca. To facilitate a more timely response, use the following subject heading in your e-mail: request for '**Aboriginal consultation information**'. If you do not require this information from the CAU, please remove us from your notification mailing list.

Kind regards,

Consultation and Accommodation Unit
Aboriginal Affairs and Northern Development Canada
5H- 5th Floor, 10 Wellington
Gatineau, QCK1A0H4

Nicole Sartor

From: [REDACTED]
Sent: June 12, 2013 8:00 AM
To: sartor@ainleygroup.com
Subject: Fwd: File No 112026

Dear Ms Sartor

In the information package, regarding option 2, there is reference to the necessity for purchase of property. Can you please let me know if one of the properties being considered is 23 Dunkerron, our family's property?

Many thanks,
All the best,

[REDACTED]

Sent from my iPad

Begin forwarded message:

From: [REDACTED]
Date: June 11, 2013, 1:44:44 PM EDT
To: "sartor@ainleygroup.com" <sartor@ainleygroup.com>
Subject: File No 112026

Dear Ms Sartor:

As I believe I mentioned in my voicemail to you, this is a follow up to you. My son Nathan Conover contacted you regarding this issue, however our communication infrastructure was temporarily disabled due to water and sewer installation. If you tried to reach us during this time, I extend my sincere apologies.

We would appreciate if you could help us out to get more information regarding the proposed Nottawasaga Bridge. Our family has received notice from you regarding the bridge which may impact our family's property at [REDACTED] which property is currently owned by my Father and Mother, [REDACTED]

Unfortunately were not able to attend the meeting Wednesday May 22, due to illness in our family, but we would very much like to be able to see whatever plans, documents, decisions, or general information available thus far. I would like to be able to come by your office in Collingwood tomorrow 12 June 2013, at a time of your convenience, to pick up any relevant information so I can keep our family up to date with these plans.

Please let me know what is a good time for you, also, if it is easier to email them to me, please feel free to use this email address:

[REDACTED]

Thanking you in advance for your kind attention in this matter.

All the best,
[REDACTED]



Sent from my iPad



CONSULTING
ENGINEERS
PLANNERS

Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, Ontario L9Y 4J5
Tel: (705) 445-3451 • Fax: (705) 445-0968
E-mail: collingwood@ainleygroup.com

July 8, 2013

File No. 112026

Ms. Line Gros-Louis
Family Chief
Huron Wendat Nation
255 Place Chef Michel Laveau
Wendake, Quebec
G0A 4V0

Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 1 Comments**

Dear Ms. Gros-Louis:

We received an email dated May 13, 2013 from Tina Durand advising us of your contact information for the Nottawasaga River Crossing Schedule 'C' Class Environmental Assessment currently being undertaken by the Town of Wasaga Beach. We appreciate the information and we have updated our Communication Plan.

We wish to advise you that a copy of the Public Information Centre Slides is available on the Town's website.

We will be in contact with you at key milestones throughout this project. We look forward to your continued interest in the project.

Sincerely,

AINLEY & ASSOCIATES LIMITED

A handwritten signature in black ink, appearing to read "Reid Mitchell".

**Reid Mitchell, CET
Senior Environmental Technologist**

cc. Gerald Reu, CET Town of Wasaga Beach

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Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, Ontario L9Y 4J5
Tel: (705) 445-3451 • Fax: (705) 445-0968
E-mail: collingwood@ainleygroup.com

July 8, 2013

File No. 112026

[REDACTED]
Wasaga Beach ON
L9Z 2H5

Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 1 Comments**

Dear Mr. and Mrs. [REDACTED]

We are responding on behalf of the Town of Wasaga Beach to your email dated May 16, 2013 on the Nottawasaga River Crossing Schedule 'C' Class Environmental Assessment currently being undertaken by the Town. We appreciate your comments and we have updated our Communication Plan to include your contact information.

We wish to advise you that a copy of the Public Information Centre Slides as presented at the May 22, 2013 meeting is available on the Town's website.

Our responses to your comments are as follows:

- a) The impact on the natural environment will be taken into account and mitigated as much as possible during the planning process.
- b) The intent of the Project is to ease anticipated traffic issues and as such, the Town is undertaking a planning process to consider long range options for a possible future construction of a new bridge crossing of the Nottawasaga River. It is anticipated that the actual construction of the bridge will not take place within a normal (ten to twenty year) planning forecast, but likely within a 30 to 40 year timeframe.
- c) As noted above, the intent is to relieve traffic issues and to make use of Powerline Road as an alternative exit route from the Town. In order to do that, a third bridge was deemed to be necessary at some point in the future.
- d) See answer in item c.
- e) The Town will plan for this expenditure over the next 30 years.

We will be in contact with you at key milestones throughout this planning process. We look forward to your continued interest in the project.

Sincerely,

AINLEY & ASSOCIATES LIMITED

A handwritten signature in black ink, appearing to read 'R. Mitchell', written in a cursive style.

**Reid Mitchell, CET
Senior Environmental Technologist**

cc. Gerald Reu, CET Town of Wasaga Beach

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ENGINEERS
PLANNERS

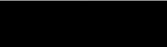
Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, Ontario L9Y 4J5
Tel: (705) 445-3451 • Fax: (705) 445-0968
E-mail: collingwood@ainleygroup.com

July 8, 2013

File No. 112026



Wasaga Beach, ON



**Ref: Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 1 Comments**

Dear Mr. Shields:

We are responding on behalf of the Town of Wasaga Beach to your comment sheet received following the May 22, 2013 Public Information Center on the Nottawasaga River Crossing Schedule 'C' Class Environmental Assessment currently being undertaken by the Town. We appreciate the information and we have updated our Communication Plan to include your contact name.

We wish to advise you that a copy of the May 22, 2013 Public Information Centre Slides is available on the Town's website.

We wish to note that traffic study updates are undertaken every 5 years. The results of these studies will be assessed by the Town and the need for a third vehicular bridge crossing of the Nottawasaga River will be re-evaluated in the future.

The purpose of this project is to ease anticipated traffic issues and as such, the Town is undertaking a planning process to consider long range options for a possible future construction of a new bridge crossing of the Nottawasaga River. It is anticipated that the actual construction of the vehicular bridge will not take place within a normal (ten to twenty year) planning forecast, but likely within a 30 to 40 year timeframe. The intent is to reduce traffic congestion in the spit area.

We will be in contact with you at key milestones throughout this planning process. We look forward to your continued interest in the project.

Sincerely,

AINLEY & ASSOCIATES LIMITED

**Reid Mitchell, CET
Senior Environmental Technologist**

cc. Gerald Reu, CET Town of Wasaga Beach

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ENGINEERS
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Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, Ontario L9Y 4J5
Tel: (705) 445-3451 • Fax: (705) 445-0968
E-mail: collingwood@ainleygroup.com

July 8, 2013

File No. 112026

Ms. Amanda McLachlan
District Planner
Ministry of Natural Resources
Midhurst District
2284 Nursery Road
Midhurst ON
L0L 1X0

Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 1 Comments**

Dear Ms. McLachlin:

We are responding on behalf of the Town of Wasaga Beach to your email dated May 17, 2013 on the Nottawasaga River Crossing Schedule 'C' Class Environmental Assessment currently being undertaken by the Town. We appreciate the information and we have updated our Communication Plan to include your contact name.

We wish to advise you that a copy of the May 22, 2013 Public Information Centre Slides is available on the Town's website.

Your comments on potential impacts and the need for mitigation during construction are noted and will be considered as part of the planning process.

We will be in contact with you at key milestones throughout this planning process. We look forward to your continued interest in the project.

Sincerely,

AINLEY & ASSOCIATES LIMITED

A handwritten signature in black ink, appearing to read 'Reid Mitchell'.

**Reid Mitchell, CET
Senior Environmental Technologist**

cc. Gerald Reu, CET Town of Wasaga Beach
S:\112026\Correspondence\Letter\Responses to May 22 2013 PIC comments\MNR.docx

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Tel: (705) 445-3451 • Fax: (705) 445-0968
E-mail: collingwood@ainleygroup.com

July 8, 2013

File No. 112026



Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 1 Comments**

Dear Mr. 

We are responding on behalf of the Town of Wasaga Beach to your comment sheet received following the May 22, 2013 Public Information Center on the Nottawasaga River Crossing Schedule 'C' Class Environmental Assessment currently being undertaken by the Town. We appreciate the information and we have updated our Communication Plan to include your contact name.

We wish to advise you that a copy of the May 22, 2013 Public Information Centre Slides is available on the Town's website.

With respect to the need for a third bridge, we wish to note that traffic study updates are undertaken every 5 years. The results of these studies will be assessed by the Town and the need for a third vehicular bridge crossing of the Nottawasaga River will be re-evaluated in the future.

The natural environment is major consideration in a project such as this and the impact on the natural environment will be taken into account and mitigated as much as possible during the planning process. We will work with the MNR to determine the wildlife species in the project area.

It is the Town's intent to complete the widening of the Schoonertown Bridge and then as noted above, continue to assess traffic studies. These future studies will be used to confirm the need for a third bridge. However, the Town has decided to continue with the planning process at this time.

We will be in contact with you at key milestones throughout this planning process. We look forward to your continued interest in the project.

Sincerely,

AINLEY & ASSOCIATES LIMITED

**Reid Mitchell, CET
Senior Environmental Technologist**

cc. Gerald Reu, CET Town of Wasaga Beach



Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, Ontario L9Y 4J5
Tel: (705) 445-3451 • Fax: (705) 445-0968
E-mail: collingwood@ainleygroup.com

July 8, 2013

File No. 112026

Ms. Rosi Zirger
Heritage Planner
Ministry of Tourism, Culture and Sport
101 Bay Street, 17th Floor
Toronto, ON
M7A 0A7

Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 1 Comments**

Dear Ms. Zirger:

We are responding on behalf of the Town of Wasaga Beach to your email dated May 17, 2013 on the Nottawasaga River Crossing Schedule 'C' Class Environmental Assessment currently being undertaken by the Town. We appreciate the information.

We wish to advise you that a copy of the May 22, 2013 Public Information Centre Slides is available on the Town's website.

We will be in contact with you at key milestones throughout this planning process. We look forward to your continued interest in the project.

Sincerely,

AINLEY & ASSOCIATES LIMITED

A handwritten signature in black ink, appearing to read "Reid Mitchell".

**Reid Mitchell, CET
Senior Environmental Technologist**

cc. Gerald Reu, CET Town of Wasaga Beach

S:\112026\Correspondence\Letter\Responses to May 22 2013 PIC comments\MTCS.docx



CONSULTING
ENGINEERS
PLANNERS

Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, Ontario L9Y 4J5
Tel: (705) 445-3451 • Fax: (705) 445-0968
E-mail: collingwood@ainleygroup.com

July 8, 2013

File No. 112026



Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 1 Comments**

Dear Mr. 

We are responding on behalf of the Town of Wasaga Beach to your comment sheet received following the May 22, 2013 Public Information Center on the Nottawasaga River Crossing Schedule 'C' Class Environmental Assessment currently being undertaken by the Town. We appreciate the information and we have updated our Communication Plan to include your contact name.

We wish to advise you that a copy of the May 22, 2013 Public Information Centre Slides is available on the Town's website.

The purpose of this project is to ease anticipated traffic issues and as such, the Town is undertaking a planning process to consider long range options for a possible future construction of a new bridge crossing of the Nottawasaga River. It is anticipated that the actual construction of the bridge will not take place within a normal (ten to twenty year) planning forecast, but likely within a 30 to 40 year timeframe. The intent is to reduce traffic congestion in the spit area.

We will be in contact with you at key milestones throughout this planning process. We look forward to your continued interest in the project.

Sincerely,

AINLEY & ASSOCIATES LIMITED

**Reid Mitchell, CET
Senior Environmental Technologist**

cc. Gerald Reu, CET Town of Wasaga Beach



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July 8, 2013

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Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
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Your comments are noted and will be considered during the planning process.

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Sincerely,

AINLEY & ASSOCIATES LIMITED

**Reid Mitchell, CET
Senior Environmental Technologist**

cc. Gerald Reu, CET Town of Wasaga Beach

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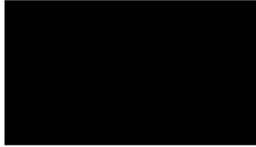


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July 8, 2013

File No. 112026



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We wish to advise you that a copy of the May 22, 2013 Public Information Centre Slides is available on the Town's website.

We wish to note that traffic study updates are undertaken every 5 years. The results of these studies will be assessed by the Town and the need for a third vehicular bridge crossing of the Nottawasaga River will be re-evaluated in the future.

The purpose of this project is to ease anticipated traffic issues and as such, the Town is undertaking a planning process to consider long range options for a possible future construction of a new bridge crossing of the Nottawasaga River. It is anticipated that the actual construction of the vehicular bridge will not take place within a normal (ten to twenty year) planning forecast, but likely within a 30 to 40 year timeframe. The intent is to reduce traffic congestion in the spit area.

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Sincerely,

AINLEY & ASSOCIATES LIMITED

**Reid Mitchell, CET
Senior Environmental Technologist**

cc. Gerald Reu, CET Town of Wasaga Beach

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July 8, 2013

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E-mail: collingwood@ainleygroup.com
File No. 112026

Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 1 Comments**

Dear Mr. [REDACTED]

We are responding on behalf of the Town of Wasaga Beach to your comment sheet received following the May 22, 2013 Public Information Center on the Nottawasaga River Crossing Schedule 'C' Class Environmental Assessment currently being undertaken by the Town. We appreciate the information and we have updated our Communication Plan to include your contact name.

We wish to advise you that a copy of the May 22, 2013 Public Information Centre Slides is available on the Town's website.

We wish to advise you that a pedestrian bridge is being considered as part of the overall solution. Such a bridge could be constructed in the near future along an alignment that would allow for the future construction of a vehicular bridge.

The purpose of this project is to ease anticipated traffic issues and as such, the Town is undertaking a planning process to consider long range options for a possible future construction of a new bridge crossing of the Nottawasaga River. It is anticipated that the actual construction of the vehicular bridge will not take place within a normal (ten to twenty year) planning forecast, but likely within a 30 to 40 year timeframe. The intent is to reduce traffic congestion in the spit area.

It is the Town's intent to complete the widening of River Road West and the Schoonertown bridge well prior to a third bridge crossing of the River.

We will be in contact with you at key milestones throughout this planning process. We look forward to your continued interest in the project.

Sincerely,

AINLEY & ASSOCIATES LIMITED

**Reid Mitchell, CET
Senior Environmental Technologist**

cc. Gerald Reu, CET Town of Wasaga Beach

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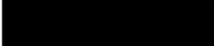
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July 8, 2013

File No. 112026



Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 1 Comments**

Dear Mr. 

We are responding on behalf of the Town of Wasaga Beach to your comment sheet received following the May 22, 2013 Public Information Center on the Nottawasaga River Crossing Schedule 'C' Class Environmental Assessment currently being undertaken by the Town. We appreciate the information and we have updated our Communication Plan to include your contact name.

We wish to advise you that a copy of the May 22, 2013 Public Information Centre Slides is available on the Town's website.

We wish to advise you that a pedestrian bridge (for snowmobiles, walking and bikes) is being considered as part of the overall solution. Such a bridge could be constructed in the near future along an alignment that would allow for the future construction of a vehicular bridge.

We will be in contact with you at key milestones throughout this planning process. We look forward to your continued interest in the project.

Sincerely,

AINLEY & ASSOCIATES LIMITED

**Reid Mitchell, CET
Senior Environmental Technologist**

cc. Gerald Reu, CET Town of Wasaga Beach

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July 8, 2013

File No. 112026



Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
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We wish to advise you that a pedestrian bridge is being considered as part of the overall solution. Such a bridge could be constructed in the near future along an alignment that would allow for the future construction of a vehicular bridge.

The purpose of this project is to ease anticipated traffic issues and as such, the Town is undertaking a planning process to consider long range options for a possible future construction of a new bridge crossing of the Nottawasaga River. It is anticipated that the actual construction of the vehicular bridge will not take place within a normal (ten to twenty year) planning forecast, but likely within a 30 to 40 year timeframe. The intent is to reduce traffic congestion in the spit area.

We will be in contact with you at key milestones throughout this planning process. We look forward to your continued interest in the project.

Sincerely,

AINLEY & ASSOCIATES LIMITED

**Reid Mitchell, CET
Senior Environmental Technologist**

cc. Gerald Reu, CET Town of Wasaga Beach

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Creating Quality Solutions Together

July 8, 2013

File No. 112026

[REDACTED]

Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 1 Comments**

Dear Mr. [REDACTED]

We are responding on behalf of the Town of Wasaga Beach to your email dated May 17, 2013 on the Nottawasaga River Crossing Schedule 'C' Class Environmental Assessment currently being undertaken by the Town. We appreciate the information and we have updated our Communication Plan to include your contact name.

We also received your email dated May 21, 2013. Your comments and observations will be included in the documentation of this planning process.

We are also responding to your comment sheet received following the May 22, 2013 Public Information Center on the Nottawasaga River Crossing Schedule 'C' Class Environmental Assessment currently being undertaken by the Town. We wish to advise you that a copy of the May 22, 2013 Public Information Centre Slides is available on the Town's website. It is anticipated that the actual construction of the vehicular bridge will not take place within a normal (ten to twenty year) planning forecast, but likely within a 30 to 40 year timeframe.

We will be in contact with you at key milestones throughout this project. We look forward to your continued interest in the project.

Sincerely,

AINLEY & ASSOCIATES LIMITED



**Reid Mitchell, CET
Senior Environmental Technologist**

cc. Gerald Reu, CET Town of Wasaga Beach



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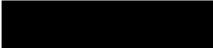
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July 8, 2013

File No. 112026



Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 1 Comments**

Dear Mr. and Mrs. 

We are responding on behalf of the Town of Wasaga Beach to your comment sheet received following the May 22, 2013 Public Information Center on the Nottawasaga River Crossing Schedule 'C' Class Environmental Assessment currently being undertaken by the Town. We appreciate the information and we have updated our Communication Plan to include your contact name.

We wish to advise you that a copy of the May 22, 2013 Public Information Centre Slides is available on the Town's website.

Your comments are noted and will be considered during the planning process.

We will be in contact with you at key milestones throughout this planning process. We look forward to your continued interest in the project.

Sincerely,

AINLEY & ASSOCIATES LIMITED

**Reid Mitchell, CET
Senior Environmental Technologist**

cc. Gerald Reu, CET Town of Wasaga Beach

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Ref: **Town of Wasaga Beach
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Sincerely,

AINLEY & ASSOCIATES LIMITED

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Senior Environmental Technologist**

cc. Gerald Reu, CET Town of Wasaga Beach
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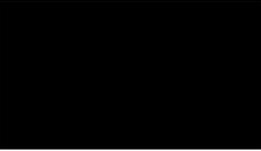


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July 8, 2013

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**Reid Mitchell, CET
Senior Environmental Technologist**

cc. Gerald Reu, CET Town of Wasaga Beach

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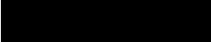
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Your comments are noted and will be considered during the planning process.

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Sincerely,

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Senior Environmental Technologist**

cc. Gerald Reu, CET Town of Wasaga Beach

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**Reid Mitchell, CET
Senior Environmental Technologist**

cc. Gerald Reu, CET Town of Wasaga Beach

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Reid Mitchell

112026

From: Mike Pincivero <pwengineer@wasagabeach.com>
Sent: July 9, 2013 12:11 PM
To: 'Patti Young'
Cc: Reid Mitchell; Gerald Reu
Subject: RE: Powerline Road Bridge EA

Thanks for the comments Patti.

Please note that Nicole is no longer with Ainley, and Reid Mitchell (copied this message) is managing the file at Ainley's.

Regards,

Mike Pincivero, P.Eng.
Manager of Engineering Services, RMO/RMI

Town of Wasaga Beach
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1

Office: (705) 429-2540 ext. 2307
Fax: (705) 429-8226
Cell: (705) 441-4123
pwengineer@wasagabeach.com

From: Patti Young [<mailto:pyoung@nvca.on.ca>]
Sent: July-08-13 2:05 PM
To: sartor@ainleygroup.com
Cc: pwengineer@wasagabeach.com
Subject: Powerline Road Bridge EA

Hi Nicole,

NVCA staff received the notice of PIC 1 for the Nottawasaga River Bridge EA. We have reviewed the slides from the May 22, 2013 meeting and thank you for the opportunity to continue to comment on this project and the following is a follow up to our November 20, 2012 e-mail comments.

We acknowledge that the preferred option is Option 2, a bridge at Powerline Road. While this is the worst from an environmental perspective, we note it is generally the best option to address the other criteria. We hope that the impacts can be mitigated through the detailed design process. Please note that in addition to concerns with fisheries and hazards, NVCA staff would also request impacts to the wetland in the area of the crossing be avoided as much as possible. We understand this is a long term planning project, and remind you that using current policies permits from NVCA would be required for a bridge in this location, and that the policies of the day would apply to the project at the time of permit application. We have tried to be comprehensive in listing our concerns, but as the project could take place decades in the future, other issues may arise during the course of review.

Kindest regards,
Patti Young

Patti Young, B.Sc., MCIP, RPP

Senior Planner, Nottawasaga Valley Conservation Authority, 8195 8th Line, Utopia, ON L0M 1T0
ph 705-424-1479 x 231, f 705-424-2115, pyoung@nvca.on.ca

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

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Wendy Smeh

From: Mike Ainley <ainley.m@ainleygroup.com>
Sent: August 12, 2013 9:24 AM
To: Wendy Smeh
Cc: Mike Neumann
Subject: FW: Comments regrading the Nottawasga River Crossing Class Environmental Assessment

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: August 11, 2013 10:14 PM
To: pwengineer@wasagabeach.com; sartor@ainleygroup.com
Subject: Comments regrading the Nottawasga River Crossing Class Environmental Assessment

To whom it may concern

These are my comments regarding the Nottawasga River Crossing Class Environmental Assessment .

We missed the meeting and did not know about . A Neighbour told me about it .So looked it up on the Wasaga beach web site and reviewed it .

My first pick Is Option #1 (Do nothing) Should look into Main beach area St #1/ 2 / 3 This is just a big roundabout which causes grid lock and Mosley st and gets backed up . The traffic should flow (There are no lights until walmart) & look into the intercetion at Mcdonalds .Could be better there .

My second pick Is Option # 2 This area is best .1 Beach Area # 3 Exit onto **19th** street and public town parking is in between **19th** street & **18th** street. Plus there are businesses (Giant tiger Building) in this area that would benift from this extra traffic . Power line road lines up pretty good . Looks like more road allowance on Mosley steel Between **19th** **18th** No blind spots .

Don't Like Option #3 & # 4 These are all Residential Areas and are not suitable for high Traffic **16th** & **14th** streets (1 - These streets are too small ,2- Blind spots , 3- No parking ,4 – there are no beach areas. 5 – kids playing.)

We have a summer residence on 16th and Mosley. It is a 3rd generation in your family (hopefully 4th) Built in the late 20's. Yes the traffic is bad on Mosley on weekends, kind get use to it. Past few years there been a decrease. Just what we've noticed.

Also 16th street was upgraded with a new surface and a little wider. (I hope this is not part of it)

Thank You .

Please keep me informed for any updates

[Redacted]

[Redacted]

Reid Mitchell

112026

From: Mike Pincivero <pwengineer@wasagabeach.com>
Sent: August 14, 2013 9:05 PM
To: [REDACTED]
Cc: mitchell@ainleygroup.com; g.reu@wasagabeach.com
Subject: RE: Comments regrading the Nottawasga River Crossing Class Environmental Assessment

Hi Ken.

Thank you for your comments.

Please note that Nicole is no longer with the Ainley Group, but I have copied this message to the Project Manager – Reid Mitchell, and ask Reid that he consider and respond to your comments.

Please bear in mind that the this Environmental Assessment process is for long term transportation improvements planning to establish a bridge location that may be warranted for construction in 20 to 30 years.

We plan to have another public meeting regarding Phase 3 of this Environmental Assessment in September 2013. Reid will be sure to include you in the mailing list for the invite / notice.

Regards,

Mike Pincivero, P.Eng.
Manager of Engineering Services, RMO/RMI

Town of Wasaga Beach
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1

Office: (705) 429-2540 ext. 2307
Fax: (705) 429-8226
Cell: (705) 441-4123
pwengineer@wasagabeach.com

From: [REDACTED]
Sent: August-11-13 10:14 PM
To: pwengineer@wasagabeach.com; sartor@ainleygroup.com
Subject: Comments regrading the Nottawasga River Crossing Class Environmental Assessment

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Also 16th street was upgraded with a new surface and a little wider .(I hope this is not part of it)

Thank You .

Please keep me informed for any updates

Wendy Smeh

From: Wendy Smeh <smeh@ainleygroup.com>
Sent: August 20, 2013 2:33 PM
To: [REDACTED]
Cc: Mike Pincivero (pwengineer@wasagabeach.com)
Subject: RE: Nottawasaga River Bridge Study/Project

Good Afternoon [REDACTED]

We would like to advise you that the Public Information Centre (PIC) boards for the Nottawasaga River Crossing Environmental Assessment are available on the Town of Wasaga Beach website or by following the provided link. http://www.wasagabeach.com/WasagaBeach/docs/Dashboard/Whats_New/Nottawasaga%20River%20Crossing%20Class%20EA%20-%20PIC%20Slides%20-%20from%20May%2022%202013%20reduced.pdf

We have not yet set a date for the next PIC, however, we will include your contact information in our contact list and you will be sent a notice when a date has been decided upon.

If you have any questions or require any further information, please do not hesitate to contact us.

Regards,

Wendy Smeh, C.E.T.
Engineering Technologist



280 Pretty River Parkway
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-----Original Message-----

From: [REDACTED]
Sent: Monday, August 19, 2013 9:41 PM
To: 'pwengineer@wasaga.com'; 'sator@ainleygroup.com'
Cc: [REDACTED]
Subject: Nottawasaga River Bridge Study/Project

Hello Michael and Nicole,

I am resident on Shore Lane between Schoonertown and the Main street bridge.
Is it possible to get any further study/project information and/or collateral on this potential bridge project?

Also do you have any information on any upcoming town meetings that will discuss this project?

Thank you in Advance,



CONTACT SUMMARY – July 5, 2013

Project: CLASS EA – NOTTAWASAGA RIVER BRIDGE

PROPERTY OWNER NAME & CONTACT INFO	DATE OF CONTACT	REPLY RECEIVED FROM NOTICE NOTES/DATES/ETC/	MAJOR ITEMS OF CONCERN COMMENTS	AAL'S RESPONSE & DATE
[REDACTED]	PIC Notice – May 9, 2013	May 14, 2013 Phone	Requested larger drawing. Requested that wife be added to contact list as a representative of the Georgian Triangle Real Estate Board (see below Comment Sheet)	[REDACTED] added to contact list. Drawing was provided
[REDACTED]	PIC Notice – May 9, 2013	May 14, 2013 Phone	Owens property in the area and has other properties listed so is interested in knowing what properties would be affected.	Spoke to [REDACTED] on the phone
Real Estate Agent Tina Durand Executive Secretary Huron Wendat Council 255 Place Chef Michel Laveau Wendake Quebec G0A 4V0 418-843-3767 tina.durand@cnhw.qc.ca	PIC Notice – May 9, 2013	Email May 13, 2013	All future correspondence to be sent to [REDACTED] at address noted. Emails can be sent to [REDACTED] Delete [REDACTED] and [REDACTED] from contact list.	No response
[REDACTED]	PIC Notice – May 9, 2013	May 15, 2013 Voicemail Message	He is appalled that consideration would be given to snowmobile traffic over bicycle traffic. Concerned about noise and pollution associated with snowmobiles	No response
[REDACTED]	PIC-Notice – May 9, 2013	May 16, 2013 Email	Requested to be added to mailing list. Option 1 is preferred No. 2 option is a "done deal" is probably the logical decision as it is the only viable alternate route in or out of town.	Added to contact list. No response
[REDACTED]	PIC-Notice – May 9, 2013	May 16, 2013 Email	Totally against another bridge. - Detrimental effect on wildlife - Detrimental effect on peaceful enjoyment of residential home - Increase in traffic, noise and vibration - Too close to other bridges (no need for three) - Town doesn't have money for this project (should try to attract businesses and hotels instead)	Need response
[REDACTED]	PIC-Notice – May 9, 2013	May 17, 2013 Phone	Wondered which properties would be affected.	Spoke to [REDACTED] on the phone
Amanda McLachlan MNR Amanda.McLachlan@ontario.ca	PIC-Notice – May 9, 2013	May 17, 2013 Email	Crossing may have potential impacts on species at risk including Lake Sturgeon, as well as Hognose Snake Appropriate consideration and mitigation may be necessary during the construction. Wants to be kept informed.	Need response
[REDACTED]	PIC-Notice – May 9, 2013	May 17, 2013 Email	Please add name to mailing list.	Added to contact list.

PROPERTY OWNER NAME & CONTACT INFO	DATE OF CONTACT	REPLY RECEIVED FROM NOTICE NOTES/DATES/ETC/	MAJOR ITEMS OF CONCERN COMMENTS	AAL'S RESPONSE & DATE
Wasaga Beach, ON, [REDACTED]	PIC-Notice – May 9, 2013	May 17, 2013 Email	Has interest in conservation of cultural heritage including archaeological resources, built heritage resources and cultural heritage landscapes. Wants PIC Boards	PIC boards on web site Need response – same as MNR letter
Rosi Ziger Ministry of Tourism, Culture & Sport 401 Bay Street, 17 th Floor Toronto, ON, M7A 0A7 Rosi.Ziger@ontario.ca	PIC Notice – May 9, 2013	Email May 23, 2013 Comment sheet received by email June 2, 2013	Owns property at 14 th St. Which 5 properties would be required? Every option will add traffic, noise and pollution to the spit area.	Email response dated June 5 2013 identified properties and noted that Option 4 was not Recommended. Need response
[REDACTED]	PIC-Notice – May 9, 2013	May 23, 2013 Email	Location appears to be favourable from a transportation network perspective. Significant aquatic and terrestrial habitat impacts or losses could be recreated elsewhere, but no field work completed. Public safety (pedestrian & cyclists & seasonal drivers) not taken into consideration – long standing safety issues in Mosley & 18 th St. area. Public safety and signage needs to be addressed around the proposed area. Possible round-about could be an option to provide safety movement patterns. Property that is for sale around in the vicinity of the sites should be purchased by the Town now in preparation of the new bridge. In the interim traffic safety measures in the local area should be taken into consideration. Request to be kept informed of next PIC (August).	No response
[REDACTED]	PIC-Notice – May 9, 2013	May 21, 2013 Email	Some residences never go on the market but remain in the family. Concerned that weekday meetings are designed at someone else's convenience. Wants to know when bridge will be built. Terrible idea. Pedestrian bridge maybe. Leads into a land locked area. Will add more traffic to area. Please add to contact list.	Already on contact list. Need response
George Watson Wasaga Council 599 Mosley St. Wasaga Beach, ON, L9Z 2J2	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	Opposed to 3 rd bridge, anytime within 15 years Pedestrian bridge okay. Widen River Road and Schoonertown Bridge first. Please keep informed.	Need response Added to contact list. Need response
[REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	Go with Option 1 – traffic has decreased since living here for 30 years.	Added to contact list. Need response

PROPERTY OWNER NAME & CONTACT INFO	DATE OF CONTACT	REPLY RECEIVED FROM NOTICE NOTES/DATES/ETC/	MAJOR ITEMS OF CONCERN COMMENTS	AAL'S RESPONSE & DATE
[REDACTED]		Comment Sheet	Please keep informed.	Already on contact list.
[REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	Totally agree with Option 2 – do not wait 30 years. Please keep informed.	17 Need response Added to contact list.
[REDACTED] Georgian Triangle Real Estate Bd. [REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	Don't spend money on bridge study. Waste of taxpayers' money. Fix roads. Fill Beach 1 with businesses. Improve look of streets Encourage business to come. Study is for too far into the future, which will scare people from buying, selling or improving their property. Session was poorly set-up. Info should be on the internet. Need a question and answer session. Bridge will not solve traffic congestion. Traffic counting does not show where they will go, they should be moved out of central area. Please keep informed.	18 Need response
[REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	Glad 16 th Street option is not favoured. Please keep informed.	19 Need response Added to contact list.
[REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	Option 2 is best choice. Please keep informed.	20 Need response Already on contact list.
[REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	Long and costly process but is a must in order for growth to take place. Capital Cost (land cost) is always a factor. Option 2 is the one to consider. Entire south part of Wasaga will have easy access to the beach. This bridge in Option 2 location will have no impact on land development.	21 Added to contact list. Need response
[REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	There is a need for a traffic bridge at 18 th & Power Line Road to relieve traffic coming into and leaving Beach. Needed for many years. Please keep informed	22 Need response Already on contact list.

PROPERTY OWNER NAME & CONTACT INFO	DATE OF CONTACT	REPLY RECEIVED FROM NOTICE NOTES/DATES/ETC/	MAJOR ITEMS OF CONCERN COMMENTS	AAL'S RESPONSE & DATE
[REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	Would like copy of material presented at PIC. A website or address would be preferred as most residents are weekend only. Most residents are weekend only, a mass mailing of material would help or web site. Please keep informed.	PIC Material on web site Need response
[REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	In favour of bridge for snowmobiles, walking and bikes. If traffic bridge necessary Option 2 is the best choice. Please keep informed.	Already added to contact list. Need response Already on contact list.
[REDACTED]	May 9, 2013 May 28, 2013	Postmarked May 21, 2013 Email May 28, 2013	Favours Option 1 – Do Nothing. Requests that be kept informed. Please add email address to contact information.	No response Added to contact list. No response
[REDACTED]	PIC Notice – May 9, 2013	Comment sheet received June 3, 2013 by email	Owns 795 Mosley St. property Does not believe that 3 rd bridge is necessary now or in the future. Natural untouched land will be destroyed. South side of River at Powerline Rd is home to unique wildlife. Build Schoonertown bridge widening first and assess traffic to confirm need for third bridge. Stop all planning now and determine if there is better justification in the future.	Need response
Consultation and Accommodation Unit Aboriginal Affairs and Northern Development Canada Gatineau, QC K1A 0H4 CAU-UCA@aandnc-aandc.gc.ca	PIC Notice – May 9, 2013	Email dated June 5, 2013	Omit AANDC officials from this Class EA	No response
[REDACTED]	PIC Notice – May 9, 2013	Email dated June 11, 2013	Owns 23 Dunkerron Wants PIC information	No response
[REDACTED]	PIC Notice – May 9, 2013 Neighbour advised	Email dated August 12, 2013	Owns property on 16 th street. Option 1 is preferred but Option 2 is best for actual crossing. Roundabout at Main Beach area 1, 2 and 3 causes grid lock – should look into. No lights at Walmart.	No response

PROPERTY OWNER NAME & CONTACT INFO	DATE OF CONTACT	REPLY RECEIVED FROM NOTICE NOTES/DATES/ETC/	MAJOR ITEMS OF CONCERN COMMENTS	AAL'S RESPONSE & DATE
			Look into intersection at McDonalds. Traffic has decreased in last few years.	

S:\112026\Working File\Cumulative Correspondence\PIC 1 - May 22, 2013\Property Owner Contact Summary.docx

Appendix G

Minutes of Meetings

MINUTES OF PROJECT INITIATION MEETING

PROJECT: Town of Wasaga Beach
Nottwasaga River Bridge – Class Environmental Assessment
Ainley Project Number - 112026

DATE: Wednesday, April 11, 2012

LOCATION: Ainley Group Boardroom

TIME: 8:30am-9:30am

PRESENT: Mike Pincivero – Town Wasaga Beach
Reid Mitchell – Ainley Group
Nicole Sartor – Ainley Group

DISTRIBUTION: All Present
Mike Neumann – Ainley Group

1. Status of Award

a. Formal Notification – email dated March 13, 2012;

Formal Notification was provided in an email from the Town to Ainley dated March 13, 2012.

b. Consulting Engineering Agreement;

A Consulting Engineering Agreement is not required.

c. Insurance & WSIB Certificates;

Ainley will check with its Administration Department if Insurance and WSIB Certificates are provided to Wasaga Beach at regular intervals.

Action by Ainley

2. Project Review and Work Plan

a. Overview of Proposal – letter dated March 9, 2012

It was discussed that the main purpose of the proposed bridge is for vehicular traffic but as part of the project, both pedestrian and recreational (snowmobile) traffic will be considered.

Ainley expressed concern with respect to the documented need for a new vehicular bridge across the Nottawasaga. Its transportation department is reviewing traffic volumes from previous reports and will address the need for a vehicular bridge in a memo to file. Currently, the only discussion of the need for a vehicular bridge was identified in a one-paragraph statement in the 2006 Traffic Study. However, the Traffic Study will be updated in 2012, which may also support the need. Traffic counts will be undertaken starting summer 2012.

Action by Ainley

It was noted that the existing 2006 transportation plan only has projections to 2016 (10-year forecast). The Town only provides a 10-year projection because they update the Traffic Study approximately every five years. The Town will send Ainley its response to this question at a recent OBM hearing.

Action by Wasaga Beach

The inclusion of snowmobile traffic as part of the crossing was discussed. Ainley will review the background reports to see if a need for a snowmobile crossing is identified. Wasaga Beach will also check internally to determine how the need for the inclusion of snowmobile traffic was determined.

Action by Wasaga Beach and Ainley

The Active Transportation Plan (2008) recommends three pedestrian bridges across the Nottawasaga. One of those crossings could be included as part of this project. It was discussed that the pedestrian crossing could double as a snowmobile crossing during the winter. Alternatively, snowmobiles could cross on a vehicular traffic lane, which is allowed on the Main Street Bridge. This will be investigated further as part of the study.

Due to time constraints, the scope of work under Phase I was only reviewed. It included the Project Initiation Meeting, review of background documents, Notice of Study Commencement (preparation and publication), Communication Plan, reviewing any comments received as a result of the Notice of Study Commencement and drafting a Phase 1 Report (which will become part of the ESR). Specific items are discussed below. The project is currently on schedule.

b. Overview of Project Schedule/Timing

A proposed project schedule was provided at the meeting. This will be updated as the project progresses.

Action by Ainley

c. Problem Statement

A DRAFT Problem Statement was provided for discussion and wording changes will be made based on the discussion and on future review by Ainley.

Action by Ainley

d. Public Notices

i. Notice of Study Commencement (DRAFT for review)

A DRAFT Notice of Study Commencement was reviewed at the meeting. It will be revised based on discussion from the meeting.

Action by Ainley

Based on the proposed project schedule, the Notice of Study Commencement should be issued near the end of April. Ainley will provide to Wasaga Beach (Derek) a copy to put on the Town's website and Ainley will arrange to have it advertised in the local newspapers.

Action by Ainley

- ii. PIC #1 Notice – to be discussed at a future meeting.
- iii. PIC #2 Notice – to be discussed at a future meeting.
- iv. Notice of Study Completion – to be discussed at a future meeting.
- v. Memo to MOE – to be discussed at a future meeting.

e. Background information

Ainley has currently reviewed the following documents:

- 2006 Transportation Study;
- Oct 2006 Official Plan;
- County of Simcoe Transportation Master Plan – July 2008;
- Active Transportation Plan for the Town of Wasaga Beach – Aug 2008;
- Wasaga Beach Tourism Strategy – Nov 2007;
- Opportunity Wasaga: Beach Areas One and Two Strategic Vision – Dec 2011;

In addition, Ainley will review the September 2010 Development Charges Study, the Parks & Recreation Master Plan and the 1999 Transportation Study.

Action by Ainley

f. Fisheries Assessment – to be discussed at a future meeting.

g. Natural Environment Assessment – to be discussed at a future meeting.

h. Navigable Waterways Impact Assessment – to be discussed at a future meeting.

i. Floodline Mapping Assessment

As part of the Schoonertown Bridge Class EA, the Conservation Authority required that its floodline mapping be updated. It is expected that this will be required as part of this study.

j. Archaeological Assessment

Ainley noted that the Proposal that an archaeological assessment would be done as part of final design. Wasaga Beach expressed concern with waiting until that stage. Ainley will determine the cost of a Stage 1 Archaeological Assessment and will discuss with Wasaga Beach at a future meeting.

Depending on the budget, there may be budget available to complete this assessment as part the Class EA or the Town may choose to complete it as a separate project.

Action by Ainley

k. Geotechnical Assessment

The proposal indicates that existing geotechnical reports will be used to form the geotechnical investigation for the Class EA.

3. Public Consultation and Agency Consultation

a. MOE Communication – see Item 4 below.

b. Other Agencies – MMAH, MNR, Ministry of Culture, Ministry of Aboriginal Affairs, NVCA, DFO, County of Simcoe – See Item 4 below.

c. Special Interest Groups that may be interested in Project

Wasaga Beach will confirm if there are any special interest groups, rate payers groups or local developers that should be added to the mailing list. It was noted that there may be a citizen's group associated with active transportation. The Town will confirm.

Action by Wasaga Beach

The Wasaga Beach Snowmobile Club will be added to the mailing list.

Action by Ainley

4. Communication Plan

a. Mailing List Database (DRAFT for review)

A proposed mailing list was provided to the Town, which included the MOE, MMAH, MNR, various Native contacts, NVCA, etc. The Town will review and confirm if any additional contacts (specifically special interest groups) should be required.

Action by Wasaga Beach

It was noted that once potential sites are identified, the next public notice should be addressed to individuals within a set radius of all proposed sites.

5. Project Deliverables

- a. Phase 1, 2 and 3 Reports – to be discussed at a future meeting.
- b. Public Notices – to be discussed at a future meeting.
- c. PIC #1 & 2 Display Material – to be discussed at a future meeting.
- d. Environmental Study Report – to be discussed at a future meeting.

6. Identify and Discuss Unique aspects of this Project

At this time, it is expected that the proposed crossing will be funded by Development Charges with a potential for financial assistance from interest groups (e.g. the Wasaga Beach Snowmobile Club, if a snowmobile crossing is included).

7. Other Business

Ainley provided the Town with diagrams of four potential crossing sites for consideration. The Town will review and provide comment or suggest additional proposed locations. The Phase 2 Options will include Do Nothing and potential sites. The Phase 3 Options will consider design issues. This is where providing a pedestrian or snowmobile crossing will be investigated further.

Action by Wasaga Beach

8. Next Meeting

A meeting was tentatively scheduled for May 28th based on the project schedule. The date, time and location of this meeting will be confirmed.

Action by All

9. Adjournment

The meeting was adjourned at 9:30am.

10. Action Items

Ainley to confirm if WSIB and Insurance sent to WB	Action by Ainley
Review traffic numbers to establish need for vehicular River Crossing	Action by Ainley
Send copy of OBM response wrt 10-year horizon on traffic projections	Action by WB
Review background reports to determine need for snowmobile bridge	Action by Ainley
Internally review how need for snowmobile bridge was included	Action by WB
Update Schedule, as required	Action by Ainley
Revise Problem Statement and Notice of Commencement based on comments from meeting	Action by Ainley
Issue Notice of Completion including to mailing list, local newspapers and Town for its website	Action by Ainley
Review additional reports wrt to need for vehicular bridge	Action by Ainley
Obtain cost of a Phase 1 Archaeological Assessment	Action by Ainley
Confirm if Special Interest Groups to add to mailing list (i.e. ratepayers groups, environmental organizations)	Action by WB
Add Wasaga Beach Snowmobile Club to mailing list	Action by Ainley
Review Contact List	Action by WB
Confirm May 28 th Meeting, including date, time and location	Action by All

Any errors and/or omissions from these Minutes should be reported to the undersigned as soon as possible.

Minutes prepared by:



Nicole Sartor, P. Eng
Ainley & Associates Limited

S:\112026\Minutes & Agendas\Minutes\Nottawasaga River Bridge Class EA - Initiation Meeting Minutes (April 11 2012).doc

PROJECT: Town of Wasaga Beach
Nottwasaga River Bridge – Class Environmental Assessment
Ainley Project Number - 112026

DATE: Monday, December 3, 2012

LOCATION: Ainley Group Boardroom

TIME: 3:45pm-4:25pm

ATTENDEES: Mike Pincivero – Town Wasaga Beach
Reid Mitchell – Ainley Group

PURPOSE: Project Meeting No. 1

1. Project Review and Work Plan

a. DRAFT Phase 1&2 Report

Ainley advised that the Draft Phase 1 and 2 Report was 75% complete and will be finalized following the PIC and the public review period. A copy will be provided to the Town for review at the end of Phase 2.

ACTION BY: Ainley

Ainley will provide a revised Project Schedule indicating that the Class EA will be completed by the end of 2013. It was suggested that the Phase 2 PIC be postponed until May 2013 in order to give all property owners ample opportunity to attend. The Town will consider this suggestion. (Subsequent to the meeting, the Town advised that the Phase 2 Pic will be postponed until May 2013). In the interim, Ainley will finalize the PIC display and will begin preparation of bridge cross-section options for consideration in Phase 3.

ACTION BY: Ainley

b. DRAFT PIC Display Boards

A Draft version of the Phase 2 PIC display information was provided to the Town for review. Some comments were noted during the meeting which will be addressed by Ainley. The Town will provide a complete review in the near future.

ACTION BY: Town & Ainley

Ainley will include the most recent (2012) Traffic Study as background information in the ESR.

Ainley will also include mention of the River Road West Class EA – 2012 in the ESR.

No bridge alignments will be presented at the Phase 2 PIC.

Preliminary capital cost estimates, including allowances for property acquisition, will be prepared and included in the PIC information.

Ainley will provide an assessment of the efficiency of spacing of the various options. That is, a bridge half way between Schoonertown and Main Street may be advantageous to relieving

traffic congestion.

c. PIC #1 Notice (DRAFT for review)

A Draft Notice of PIC was provided to the Town for review.

2. Other Business

None

3. Next Meeting

To be determined prior to PIC date.

4. Adjournment

4:25 pm

Minutes prepared by: R. Mitchell

Ainley & Associates Limited

S:\112026\Minutes & Agendas\Agendas\Nottwasaga River Bridge Class EA - Meeting No 1 (December 3 2012).doc

PROJECT: Town of Wasaga Beach
Nottwasaga River Bridge – Class Environmental Assessment
Ainley Project Number - 112026

DATE: Friday, June 7, 2013

LOCATION: Ainley Group Boardroom

TIME: 10:00am-11:15am

ATTENDEES: Gerald Reu – Town Wasaga Beach
Reid Mitchell – Ainley Group
Nicole Sartor – Ainley Group

PURPOSE: Project Meeting No. 2

1. PIC #1 – May 22, 2013

a. Discuss Comments and Responses

Ainley provided the Town with a summary sheet of comments received to date. Ainley will prepare a generic response for general comments thanking the person for their input and providing a brief update on the project and will revise it accordingly for specific questions. It was discussed that of the 23 comments received, only four would not need responses.

ACTION BY: Ainley

2. Phase 2 Preferred Solution

The Phase 2 Recommended Solution was to construct a new bridge in the area of Powerline Road and 18th Street to allow the traffic that is generated during a summertime weekend event to exit the “Spit” area in a more efficient manner. The Powerline Road/18th Street Option provides north-south cross-Town connectivity.

It is recommended to proceed to a Phase 2 Preferred Solution based on the Phase 2 Recommended Solution as follows:

The Phase 2 Preferred Solution is to Construct a New Bridge in the Powerline Road area (Option 2) because it provides north-south cross-Town connectivity which would allow the traffic that is generated during a summertime weekend event to exit the “Spit” area in a more efficient manner. The Phase 2 Preferred Solution is based on an assumption of a 30-year planning period. Should a future council wish to proceed sooner, the Class EA should be revisited at that time.

3. Preliminary Discussion of Phase 3 Options

Three preliminary bridge alignments were discussed as follows:

- Option A – Realignment of Powerline Road to line up with 18th Street on the north side of the river,
- Option B – lines up with existing Powerline Road to old municipal boat launch on north side of river,
- Option C – Realignment of Powerline Road to two vacant lots on north side of river. These alignments can either have a crossroads or a roundabout at the intersection of Powerline Road and River Road West.

Three preliminary bridge design options were also discussed as follows:

- Option #1 – 2 Lanes of traffic and 1.8m sidewalks,
- Option #2 – 2 Lanes of traffic and one 1.8m sidewalk,
- Option #3 – 2 Lanes of traffic with 3.0m snowmobile/bike lane and 1.8m sidewalk

The Town will review these alignments and design options further internally and will provide comments to Ainley. Ainley will proceed with formalizing these alternatives.

ACTION BY: Ainley and

Town

A comment that was brought up at the PIC which was discussed was the idea of building a pedestrian bridge in the interim prior to the full vehicular bridge being constructed. This is a feasible option and will be considered in Phase 3. Should this option be considered, various assessments such as noise, environmental, shoreline, etc would have to be undertaken prior to construction.

ACTION BY: Ainley

The other option that was discussed and will be considered is the option of a “fly-over” bridge from Powerline Road across to 18th Street. There would be no direct access to River Road West. Vehicular traffic from River Road West would have to use Powerline Road to access the crossing. This would allow for direct movement in and out of Town. Ainley will include this option in their analysis.

ACTION BY: Ainley

4. Updated Schedule

An updated schedule was provided at the meeting. Ainley will continue to update the schedule as required.

ACTION BY: Ainley

5. Other Business

Ainley will send a copy of the DRAFT Phase 1&2 Report to the Town.

ACTION BY: Ainley

6. Next Meeting

Based on the updated project schedule, the next meeting will be July 19th, 2013 to identify a Phase 3 Recommended Solution. That date will be kept as a tentative date for the next meeting. Ainley will send out an invite to the Town.

ACTION BY: Ainley

7. Adjournment

11:15am

Minutes prepared by: N. Sartor

Ainley & Associates Limited

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MINUTES OF PROJECT MEETING No. 3 - Revised

PROJECT: Town of Wasaga Beach
Nottawasaga River Bridge – Class Environmental Assessment
Ainley Project Number 112026

DATE: July 19, 2013

TIME: 9:00 am

LOCATION: Public Works Office – Wasaga Beach

PRESENT: Gerald Reu – Town of Wasaga Beach
Mike Pincivero – Town of Wasaga Beach
Sean Sexsmith – Ainley Group
Mark MacLeod – Ainley Group
Reid Mitchell – Ainley Group

DISTRIBUTION: All Present +

1. Purpose

The purpose of the meeting was to discuss, in general terms, the cross-sectional and alignment options for the Phase 2 Preferred Solution – future bridge crossing from Powerline Road to 18th Street.

2. NVCA

The NVCA provided comment on the Phase 2 Recommended Solution in an email dated July 8, 2013. The NVCA noted that “...NVCA staff would also request impacts to the wetland in the area of the crossing be avoided as much as possible.” Subsequent to the meeting, R. Mitchell spoke with Patti Young of the NVCA to advise her that the ESR will note the Conservation Authorities concern and that an assessment of the natural area, potential impacts and mitigation measures will be undertaken prior to design. Ms. Young advised that the NVCA probably has natural environment information on that area of the River but it was agreed that the need for a reassessment would be considered in the future.

Action by Ainley

3. Cross-Section Options

Ainley presented 4 possible cross-section options for the future bridge. The Options are described as follows:

Option 1 – 2, 3.5m wide lanes of traffic with 1.8m wide sidewalk and 1.5 m wide bike lane on each side

Option 2 – 2, 4.75m wide lanes of traffic with one, 1.8m wide sidewalk on one side

Option 3 - 2, 4.75m wide lanes of traffic with one, 1.8m wide sidewalk on one side and one, 3.0 m multi-use lane on the other side

Option 4 - 2, 4.75 m side lanes of traffic on a vehicular bridge to be considered in 30 years, and a 3.0m wide Multi-use bridge for pedestrians, bikes and snowmobiles

It was agreed that Option 2 does not respond to the Problem statement in that it does not consider multi-use needs. Options 1, 2 and 3 were discussed further and it was agreed that Ainley should proceed with a more detailed evaluation including cost so that a Recommended Solution can be determined.

Action by

Ainley

4. Alignment Options

Ainley presented 4 possible vehicular bridge alignment options for discussion purposes. The Options are described as follows:

Option 1 - Realign Powerline Road, shift the Powerline Road/River road West intersection to the east and cross the River to an existing hydro easement on the north side of the River, approximately 61m west of 18th Street.

Option 2 - Maintain existing Powerline Road/River Road West intersection location and cross the River to an existing vacant lot on the north side of the River, approximately 113m west of 18th Street.

Option 3 - Realign Powerline Road, shift the Powerline Road/River Road West intersection to the east and cross the River with a curving bridge to match into 18th Street.

Option 4 - Maintain Powerline Road alignment but modify the Powerline Road/River Road West intersection such that a bridge can be built in a straight alignment (angled to the River) directly to 18th Street. (Roundabouts will be required at both intersections).

In addition, 2 possible Multi-use bridge alignments were identified to be assessed in conjunction with Option 4. These are described as follows:

Option 4a - Extending from the new Powerline Road/River Road West intersection to the vacant lot located 113m west of 18th Street.

Option 4b - Extending from the new Powerline Road/River Road West intersection along an alignment that is parallel to but west of the future vehicular bridge, to the 18th Street area.

It was noted that the Multi-use bridge should be located such that it can be built in the near future (10 years?) without interfering with the future construction of the vehicular bridge.

Ainley will prepare an evaluation matrix of all alignment Options and will present a Recommended Phase 3 Solution for consideration by the Town.

Action by Ainley

5. Project Schedule

It was suggested that the Phase 3 PIC could be held in September, 2013.

Action by Ainley

6. Adjournment

The meeting adjourned at 10:15 am.

Any errors and/or omissions from these Minutes should be reported to the undersigned as soon as possible.

Minutes prepared by:

Reid Mitchell
Ainley & Associates Limited

MINUTES OF PROJECT MEETING No. 4

PROJECT: Town of Wasaga Beach
Nottawasaga River Bridge – Class Environmental Assessment
Ainley Project Number 112026

DATE: August 27, 2013

TIME: 9:00 am

LOCATION: Public Works Office – Wasaga Beach

PRESENT: Gerald Reu – Town of Wasaga Beach
Mike Pincivero – Town of Wasaga Beach
Reid Mitchell – Ainley Group

DISTRIBUTION: All Present

1. Purpose

The purpose of the meeting was to present cross-section and alignment evaluations to Town staff prior to the Phase 3 PIC.

2. Cross-Section Options

Ainley evaluated 4 cross-section options for the future bridge and Recommended Option No. 4 which is described as follows:

Option 4 - 2, 4.75 m side lanes of traffic on a vehicular bridge to be considered in 30 years, and a 3.0m wide Multi-use bridge for pedestrians, bikes and snowmobiles.

The Town will consider this Recommendation and advise Ainley.

Action by Town

3. Alignment Options

Ainley evaluated 4 possible vehicular bridge alignment options and Recommended Option D described as follows:

Option 4 - Realign Powerline Road, shift the Powerline Road/River Road West intersection to the east such that a bridge can be built in a straight alignment (angled to the River) directly to 18th Street. (Roundabouts may be required at both intersections).

In addition, Ainley evaluated 2 Multi-use bridge alignments and recommended Option 'a' described as follows:

Option 4a - Extending from the new Powerline Road/River Road West intersection to the vacant lot located 113m west of 18th Street.

It was noted that the Multi-use bridge should be located such that it can be built in the near future (10 years?) without interfering with the future construction of the vehicular bridge.

The Town suggested that the feasibility of a third alignment be considered for the Multi-use bridge – ending at the existing hydro easement on the north side of the River. Subsequent to the meeting it was determined that such an alignment is feasible and Ainley will evaluate. It is likely that this alignment will be the Recommended solution for the Multi-use bridge.

Action by Ainley

Preliminary comments on the PIC Material were provided as follows:

- Provide cost spread sheet to Town
- Date of PIC to be determined by Town – likely a Thursday evening in September
- Add overall evaluation to Cross-section evaluation Table
- Revise "Maintenance" criteria on Alignment evaluation Table to read – "Maintenance (Structural) and delete mention of snow removal.
- Add 2013 Multi-use bridge costs to Alignment evaluation Table
- Revise M. Pincivero Title to – Manager of Engineering Services
- Revise Ainley Contact to – Wendy Smeh, CET.

Action by Ainley

The Town will review the material in more detail in the next few days. Upon completion of the PIC material, Ainley will provide the presentation in PowerPoint format so that Town staff can make a presentation to Committee of the Whole. That Committee will review the Recommended solution prior to the PIC.

Action by Ainley and Town

4. Adjournment

The meeting adjourned at 9:30 am.

Any errors and/or omissions from these Minutes should be reported to the undersigned as soon as possible.

Minutes prepared by:

Reid Mitchell
Ainley & Associates Limited

Appendix H Cost Estimate

**TOWN OF WASAGA BEACH
NOTTAWASAGA RIVER CROSSING
CLASS ENVIRONMENTAL ASSESSMENT
PHASE 3 PRELIMINARY OPINION OF COST**

BRIDGE COSTING OPTIONS												
OPTION	AREA OF BRIDGE DECK	COST PER SQ.M (2013)	TOTAL BRIDGE COST (2013)	ROAD LENGTH - NEW CONS. (m)	TOTAL CROSS SECTION (WIDTH)	COST PER METER PER 3.5m LANE	ROAD LENGTH - RECONS.	COST PER METER PER 3.5m LANE	TOTAL COST OF ROADS	TOTAL PROPERTY COSTS	ENGINEERING COSTS (15%)	CONTINGENCY COSTS (15%)
A	1744.6	\$3,100	\$5,408,260	526	13.6	\$3,805	400	\$614	\$8,731,317	\$4,050,920	\$2,120,936	\$2,120,936
B	1859.0	\$3,100	\$5,762,900	155	14.0	\$3,805	400	\$614	\$3,341,500	\$3,957,285	\$1,365,660	\$1,365,660
C	1887.6	\$3,100	\$5,851,560	573	14.3	\$3,805	500	\$614	\$10,162,254	\$3,678,165	\$2,402,072	\$2,402,072
<i>D traffic bridge</i>	<i>1235.0</i>	<i>\$2,750</i>	<i>\$3,396,250</i>	<i>492</i>	<i>9.5</i>	<i>\$3,805</i>	<i>500</i>	<i>\$614</i>	<i>\$5,914,591</i>	<i>\$930,350</i>	<i>\$1,396,626</i>	<i>\$1,396,626</i>
<i>D Multi-use</i>	<i>363.0</i>	<i>\$5,125</i>	<i>\$1,860,375</i>	<i>153</i>	<i>3.0</i>	<i>\$3,805</i>	<i>N/A</i>	<i>N/A</i>	<i>\$498,999</i>	<i>\$3,858,255</i>	<i>\$353,906</i>	<i>\$353,906</i>
D TOTAL	1598.0	\$7,875	\$5,256,625	645	12.5	\$7,610	500	\$614	\$6,413,590	\$4,788,605	\$1,750,532	\$1,750,532
<i>E traffic bridge</i>	<i>1235.0</i>	<i>\$2,750</i>	<i>\$3,396,250</i>	<i>492</i>	<i>9.5</i>	<i>\$3,805</i>	<i>500</i>	<i>\$614</i>	<i>\$5,914,591</i>	<i>\$517,750</i>	<i>\$1,396,626</i>	<i>\$1,396,626</i>
<i>E Multi-use</i>	<i>414.0</i>	<i>\$5,125</i>	<i>\$2,121,750</i>	<i>158</i>	<i>3.0</i>	<i>\$3,805</i>	<i>N/A</i>	<i>N/A</i>	<i>\$513,675</i>	<i>\$2,152,500</i>	<i>\$395,314</i>	<i>\$395,314</i>
E TOTAL	1649.0	\$7,875	\$5,518,000	650	12.5	\$7,610	500	\$614	\$6,428,266	\$2,670,250	\$1,791,940	\$1,791,940
<i>F traffic bridge</i>	<i>1235.0</i>	<i>\$2,750</i>	<i>\$3,396,250</i>	<i>492</i>	<i>9.5</i>	<i>\$3,805</i>	<i>500</i>	<i>\$614</i>	<i>\$5,914,591</i>	<i>\$930,350</i>	<i>\$1,396,626</i>	<i>\$1,396,626</i>
<i>F Multi-use</i>	<i>381.0</i>	<i>\$5,125</i>	<i>\$1,952,625</i>	<i>170</i>	<i>3.0</i>	<i>\$3,805</i>	<i>N/A</i>	<i>N/A</i>	<i>\$552,812</i>	<i>\$2,281,170</i>	<i>\$375,816</i>	<i>\$375,816</i>
F TOTAL	1616.0	\$7,875	\$5,348,875	662	12.5	\$7,610	500	\$614	\$6,467,404	\$3,211,520	\$1,772,442	\$1,772,442

* Property costs for traffic bridge are the costs following acquisition of land for Multi-use bridge

CONSTRUCTION SEASON	RATE OF INFLATION	OPINION OF PROJECTED COST					
		OPTION A	OPTION B	OPTION C	OPTION D	OPTION E	OPTION F
Traffic Bridge (2013)		\$22,432,370	\$15,793,005	\$24,496,123	\$13,034,443.86	\$12,621,843.86	\$13,034,444
Multi-use Bridge (2013)		\$0	\$0	\$0	\$6,925,440.64	\$5,578,552.50	\$5,538,238
Total Cost of Bridges (2013)		\$22,432,370	\$15,793,005	\$24,496,123	\$19,959,885	\$18,200,396	\$18,572,682
Multi-use Bridge (2023)	3.00%	\$0	\$0	\$0	\$9,307,213.11	\$7,497,108	\$7,442,929
Traffic Bridge (2043)	3.00%	\$54,449,249	\$38,333,768	\$59,458,521	\$31,638,016	\$30,636,528	\$31,638,016
Total Expenditure by 2043		\$54,449,249	\$38,333,768	\$59,458,521	\$40,945,230	\$38,133,636	\$39,080,946

TOWN OF WASAGA BEACH
NOTTAWASAGA RIVER CROSSING
CLASS ENVIRONMENTAL ASSESSMENT
PHASE 3 PRELIMINARY OPINION OF COST

LIST OF ASSUMPTIONS

BRIDGE DECK COSTING = BASED ON RECENT STRUCTURAL COSTS FOR SIMILAR PROJECTS

NEW CONSTRUCTION COSTING = 2011 MTO COST PER KM MANUAL

RECONSTRUCTION COSTING = 20116 MTO COST PER KM MANUAL

NOTE NEW CONSTRUCTION AND RECONSTRUCTION COSTING INCLUDES ILLUMINATION & TRAFFIC SIGNALS SO ASSUME WILL COVER ROUNDABOUT OPTION
ASSUMED COST PER LANE WAS FOR 3.5m LANE WIDTH

ASSUMED 3% INFLATION RATE FOR FUTURE CONSTRUCTION SEASONS

ASSUMED THE RECONSTRUCTION WOULD EXTEND 100m ON EITHER SIDE OF THE INTERSECTION IMPROVEMENTS

ASSUMED CROSS SECTION SIMILAR IN NATURE FROM NEW CONSTRUCTION TO RECONSTRUCTION

TOWN OF WASAGA BEACH
 NOTTAWASAGA RIVER CROSSING
 CLASS ENVIRONMENTAL ASSESSMENT

PROPERTY COST MATRIX

	OPTION A			OPTION B			OPTION C			OPTION D MULTI			OPTION E TRAFFIC BRIDGE			OPTION F TRAFFIC BRIDGE			OPTION F MULTI					
	Area of water frontage (m ²)	Meters of Water Frontage (m)	Total Cost	Area (m ²)	Meters of Water Frontage (m)	Total Cost	Area (m ²)	Meters of Water Frontage (m)	Total Cost	Area (m ²)	Meters of Water Frontage (m)	Total Cost	Area (m ²)	Meters of Water Frontage (m)	Total Cost	Area (m ²)	Meters of Water Frontage (m)	Total Cost	Area (m ²)	Meters of Water Frontage (m)	Total Cost			
VACANT PROPERTIES SOUTH OF RIVER	\$15,000.00	16193.9	\$2,281,170.00	21942.3	232.5	\$ 3,487,140	15473.4	116.5	\$1,747,815	21942.3	232.5	\$3,487,140	15473.41	116.0	\$1,740,000	16193.9	132.1	\$2,281,170	16193.9	132.1	\$2,281,170			
OUR PROPERTY SOUTH OF RIVER			\$1,000,000.00						\$1,000,000															
DEVELOPED PROPERTIES SOUTH OF RIVER	\$25,000.00																							
VACANT PROPERTIES SOUTH OF RIVER	\$15,000.00			1840.6	31.3	\$470,145				1619.6	24.7	\$371,115												
DEVELOPED PROPERTIES SOUTH OF RIVER	\$25,000.00	1574.9	\$789,750.00				1579.9	37.2	\$930,350			\$930,350			\$412,500	1579.9	37.2	\$930,350						
GRAND TOTAL		1821.9	\$4,050,920.00	23782.9	263.8	\$3,957,285	17053.3	153.7	\$3,678,165	1579.9	37.2	\$ 930,350	23561.9	257.2	\$ 3,858,255	16130.9	132.5	\$2,152,500	1579.9	37.2	\$ 930,350	16193.9	132.1	\$2,281,170

Appendix I

Phase 3 Public Information Centre

Wendy Smeh

From: Wendy Smeh <smeh@ainleygroup.com>
Sent: September 11, 2013 3:37 PM
To: 'Rosi.Zirger@ontario.ca'
Cc: 'mitchell@ainleygroup.com'
Subject: RE: Nottawasaga River Bridge
Attachments: Nottawasaga River Crossing Class EA - PIC Slides - May 22 2013 reduced.pdf

Good Afternoon Rosi,

Attached please find the PIC presentation for the Nottawasaga River Bridge Crossing EA.

If you have any questions or require any further information, please do not hesitate to contact us.

Regards,

Wendy Smeh, C.E.T.
Engineering Technologist



280 Pretty River Parkway
Collingwood, ON L9Y 4J5
smeh@ainleygroup.com
Tel: (705) 445-3451 Ext. 141
Fax: (705) 445-0968
Cell: (705) 443-9334

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From: "Zirger, Rosi (MTCS)" <Rosi.Zirger@ontario.ca>
Date: Wed, 11 Sep 2013 17:02:32 +0000
To: mitchell@ainleygroup.com<mitchell@ainleygroup.com>
Subject: Nottawasaga River Bridge

Hi Reid

Thank you for your phone call. I would appreciate receiving the PIC material for this EA project.

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

Wendy Smeh

From: Mike Pincivero <pwengineer@wasagabeach.com>
Sent: November 8, 2013 11:22 AM
To: 'Mike Neumann'; 'Brian Wickenheiser'; 'Reid Mitchell'
Cc: 'Macleod@Ainleygroup.Com'; 'Wendy Smeh'
Subject: RE: Bridge Span

Agreed – show piers.

Regards,

Mike Pincivero, P.Eng.
Manager of Engineering Services, RMO/RMI

Town of Wasaga Beach
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1

Office: (705) 429-2540 ext. 2307
Fax: (705) 429-8226
Cell: (705) 441-4123
pwengineer@wasagabeach.com

From: Mike Neumann [mailto:neumann@ainleygroup.com]
Sent: November-07-13 11:12 AM
To: Brian Wickenheiser; Reid Mitchell; pwengineer@wasagabeach.com
Cc: Macleod@Ainleygroup.Com; Wendy Smeh
Subject: RE: Bridge Span

Yes. I totally agree. Conventional may be less costly for sure and as noted earlier in my message approach works need to be considered also. Just thought that I would point out that some jurisdictions are outweighing the options and go the more expensive routes depending on impacts etc.

From: Brian Wickenheiser
Sent: November-07-13 10:58 AM
To: Mike Neumann; Reid Mitchell; pwengineer@wasagabeach.com
Cc: Macleod@Ainleygroup.Com; Wendy Smeh
Subject: RE: Bridge Span

Hi Mike,

While I did consider that alternate structure types such as suspension, cable stay, arch, truss, cantilever, and segmental launched precast bridge structures could be utilized to accomplish a single span across the river, these structures are typically more expensive and would have other limitations that would make some of them prohibitive in this situation unless clear spanning was necessary for environmental or navigation purposes. The anchorages required at each end of a suspension or cable stay bridge would most likely interfere with one or more of the intersecting roads at each end of the bridge. Just thought I should point this out. While it is technically feasible to provide a single span structure, the

cost and other factors/limitations need to be considered and should be addressed in the EA if you are going to indicate to the Town/public that a single span bridge may be feasible.

The cost estimates that I provided previously to Reid and the Town were based on conventional, multi-span, slab on girder structures. A single span bridge, regardless of type, will almost certainly be more expensive.

Regards,
Brian R. Wickenheiser, P.Eng, P.E.
Senior Structural Engineer



550 Welham Road
Barrie, Ontario, L4N 8Z7
wickenheiser@ainleygroup.com
Tel: (705) 726-3371, Ext. 240
Cell: (705) 790-7365
Fax: (705) 726-4391

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From: Mike Neumann
Sent: November-07-13 10:40 AM
To: Reid Mitchell; pwengineer@wasagabeach.com
Cc: Macleod@Ainleygroup.Com; Brian Wickenheiser; Wendy Smeh
Subject: RE: Bridge Span

Hi All

For consideration and since this is a foreseeable long term plan, it is possible to accomplish the work with one main span over the river. This may not be considered when conventional bridges are built most frequently these days however. Cable stayed bridges can easily span the entire river. Consideration must be given to approach works ofcourse and feasibility of vertical transitions. Since this is EA and concept level, I have attached some images of the type of structures that would accomplish this. Suspension or arch bridges may also work. Cost would have to be a consideration.

Thanks

Mike



From: Reid Mitchell [<mailto:mitchell@ainleygroup.com>]

Sent: November-07-13 10:09 AM

To: pwengineer@wasagabeach.com

Cc: Macleod@Ainleygroup.Com; Brian Wickenheiser; Wendy Smeh; Mike Neumann

Subject: Bridge Span

Hi Mike. Further to our meeting at Public Works Committee this morning, please note that I Spoke with Brian Wickenheiser after the meeting to discuss the need for piers on the new bridges. Brian advised me that the bridges would be three or four spans. Therefore, there will be piers in the River. We did not show the piers on the Drawings since it is a very preliminary design but perhaps we should. What do you think? Should we advise the Committee?

We will revisit the Option numbering system since it is confusing. We will also stress that the Town is undertaking this Class EA to complete planning for the future and that the need for the vehicular bridge will be assessed on a regular basis through the completion of traffic studies.

I also want to confirm that the Phase 3 PIC will not be held until the Spring and that the PW Committee agreed to present the Recommended Option (two bridges – Alignment D (b)) to the public at that time.

Let me know if I have missed anything. Thanks for your assistance.

Reid.



**TOWN OF WASAGA BEACH
CLASS ENVIRONMENTAL ASSESSMENT
NOTTAWASAGA RIVER BRIDGE
PHASE 3 NOTICE OF PUBLIC INFORMATION CENTRE**

Further to the Notice of Study Commencement (issued June 1, 2012) and the Phase 2 Notice of Public Information Centre (issued May 9, 2013) the Town of Wasaga Beach is continuing to consider long range planning (beyond the normal ten to twenty year planning forecast) for the possible future construction of a new bridge crossing of the Nottawasaga River in order to ease anticipated future traffic issues.

The Phase 3 planning process has identified and evaluated bridge design options (cross-sections and alignments) related to a crossing in the vicinity of the Powerline Road/18th Street area.

Four, 2-lane, cross-section options were identified and evaluated (Options 1 to 4). It is recommended that Option # 4 be selected as the Preferred Solution, involving the future construction of 2, 4.75 m wide lanes on a vehicular bridge to be considered in 30 years, and a separate 3.0 m wide multi-purpose bridge to be considered in 10 years and/or as warranted by Council for active transportation connectivity.

Six alignment options were identified and evaluated (Options A to F). It is recommended that Option E be selected as the Preferred Solution with the multi-use bridge being considered in 10 years and the vehicular bridge being considered in 30 years.

This Project is being planned as a Schedule C project under the Municipal Class Environmental Assessment. A Public Information Centre is planned to provide preliminary design information to the public on the Recommended Solution and to receive input and comment from interested persons. In addition to addressing vehicular traffic issues, this Class EA planning process will take into consideration recreational (snowmobile) and pedestrian traffic.

Public Information Centre

Time: Open House: 7:00 pm to 9:00 pm
Date: Thursday, May 29, 2014
Location: Wasaga Rec Plex – 1724 Mosley St.

Public input and comment on the Recommended Solution will be incorporated into the planning process. Comments will be received until June 12, 2014.

If you have any comments or questions, or if you would like to be placed on the mailing list to receive project information, please contact the Consultant undertaking the study.

This notice issued May 9, 2014

Mr. Michael Pincivero, P.Eng.
Manager of Engineering Services, RMO/RMI
Wasaga Beach Public Works
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540
Fax: (705) 429-8226
Email: pwengineer@wasagabeach.com

Mr. Mike Neumann, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario
L9Y 4J5
Phone: (705) 445-3451
Fax: (705) 445-0968
Email: neumann@ainleygroup.com



CONSULTING
ENGINEERS
PLANNERS

Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, Ontario L9Y 4J5
Tel: (705) 445-3451 • Fax: (705) 445-0968
E-mail: collingwood@ainleygroup.com

RM / file 112026

May 12, 2014

File No. 112026

This letter sent to the attached list.

Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 2**

Dear Sir/Madam:

The Town of Wasaga Beach initiated a Municipal Class Environmental Assessment in June 2012 to investigate and consider long range planning for the possible future construction of a new bridge crossing of the Nottawasaga River. The purpose of a new bridge is to ease future anticipated traffic congestion, provide for a pedestrian crossing of the River and consider recreational (snowmobile) usage.

Further to the Notice of Study Commencement issued June 1, 2012 and the Phase 2 Public Information Centre held on May 22, 2013, the Town plans to hold a second Public Information Centre to present the options investigated along with the recommended solution, and to receive comments. Please see the attached copy of the Phase 3 Notice of Public Information Centre, which will appear in the local newspaper on May 15 and May 22, 2014.

Please contact the undersigned if you have any comments or questions with respect to this Notice.

Yours truly

AINLEY & ASSOCIATES LIMITED

Mike Neumann, P.Eng.
Encl.

cc: Michael Pincivero, P.Eng.
Manager of Engineering Services, RMO/RM1

RM/bcb/S:\112026\Correspondence\Letter\PIC No. 2 - May 29, 2014\Notice of PIC#2 Cover Letter May 12, 2014.doc



**TOWN OF WASAGA BEACH
CLASS ENVIRONMENTAL ASSESSMENT
NOTTAWASAGA RIVER BRIDGE
PHASE 3 NOTICE OF PUBLIC INFORMATION CENTRE**

Further to the Notice of Study Commencement (issued June 1, 2012) and the Phase 2 Notice of Public Information Centre (issued May 9, 2013) the Town of Wasaga Beach is continuing to consider long range planning (beyond the normal ten to twenty year planning forecast) for the possible future construction of a new bridge crossing of the Nottawasaga River in order to ease anticipated future traffic issues.

The Phase 3 planning process has identified and evaluated bridge design options (cross-sections and alignments) related to a crossing in the vicinity of the Powerline Road/18th Street area.

Four, 2-lane, cross-section options were identified and evaluated (Options 1 to 4). It is recommended that Option # 4 be selected as the Preferred Solution, involving the future construction of 2, 4.75 m wide lanes on a vehicular bridge to be considered in 30 years, and a separate 3.0 m wide multi-purpose bridge to be considered in 10 years and/or as warranted by Council for active transportation connectivity.

Six alignment options were identified and evaluated (Options A to F). It is recommended that Option E be selected as the Preferred Solution with the multi-use bridge being considered in 10 years and the vehicular bridge being considered in 30 years.

This Project is being planned as a Schedule C project under the Municipal Class Environmental Assessment. A Public Information Centre is planned to provide preliminary design information to the public on the Recommended Solution and to receive input and comment from interested persons. In addition to addressing vehicular traffic issues, this Class EA planning process will take into consideration recreational (snowmobile) and pedestrian traffic.

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Time: Open House: 7:00 pm to 9:00 pm
Date: Thursday, May 29, 2014
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If you have any comments or questions, or if you would like to be placed on the mailing list to receive project information, please contact the Consultant undertaking the study.

This notice issued May 9, 2014

Mr. Michael Pincivero, P.Eng.
Manager of Engineering Services, RMO/RMI
Wasaga Beach Public Works
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540
Fax: (705) 429-8226
Email: pwengineer@wasagabeach.com

Mr. Mike Neumann, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario
L9Y 4J5
Phone: (705) 445-3451
Fax: (705) 445-0968
Email: neumann@ainleygroup.com

MR. SCOTT ALLEN YOUNG
114 CHARTERS RD
BRAMPTON, ON, L6V2S5

MR. FRANCESCO ZAMBITO
45 MOSLEY ST
WASAGA BEACH, ON, L9Z 2K3

S:\112026\Correspondence\Letter\PIC No.
2 - May 29, 2014\[Contact List for PIC
#2.xls]Sheet1

RAA/112026

Barb Bell

From: Barb Bell <bell@ainleygroup.com> on behalf of neumann@ainleygroup.com
Sent: May 12, 2014 11:20 AM
To: J. Kozlinsky
Cc: Mike Neumann; Reid Mitchell
Subject: Notice of Public Information Centre
Attachments: Scugog FN_001.pdf

Importance: High

Please find attached a Notice for:

Town of Wasaga Beach
Class Environmental Assessment
Notice of Public Information Centre

Regards,

***Barb Bell**, Administrative Assistant*

.....
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario, L9Y 4J5

bell@ainleygroup.com
Voice: (705) 445-3460 Ext. 125
Fax: (705) 445-0968

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CONSULTING
ENGINEERS
PLANNERS

Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, Ontario L9Y 4J5
Tel: (705) 445-3451 • Fax: (705) 445-0968
E-mail: collingwood@ainleygroup.com

May 12, 2014

File No. 112026

Scugog First Nations
jkozlinsky@scugogfirstnation.com

Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 2**

Dear Sir/Madam:

The Town of Wasaga Beach initiated a Municipal Class Environmental Assessment in June 2012 to investigate and consider long range planning for the possible future construction of a new bridge crossing of the Nottawasaga River. The purpose of a new bridge is to ease future anticipated traffic congestion, provide for a pedestrian crossing of the River and consider recreational (snowmobile) usage.

Further to the Notice of Study Commencement issued June 1, 2012 and the Phase 2 Public Information Centre held on May 22, 2013, the Town plans to hold a second Public Information Centre to present the options investigated along with the recommended solution, and to receive comments. Please see the attached copy of the Phase 3 Notice of Public Information Centre, which will appear in the local newspaper on May 15 and May 22, 2014.

Please contact the undersigned if you have any comments or questions with respect to this Notice.

Yours truly

AINLEY & ASSOCIATES LIMITED

Mike Neumann, P.Eng.
Encl.

cc: Michael Pincivero, P.Eng.
Manager of Engineering Services, RMO/RMI

RM/bcb/S:\112026\Correspondence\Letter\PIC No. 2 - May 29, 2014\Notice of PIC#2 Cover Letter May 12, 2014.doc



**TOWN OF WASAGA BEACH
CLASS ENVIRONMENTAL ASSESSMENT
NOTTAWASAGA RIVER BRIDGE
PHASE 3 NOTICE OF PUBLIC INFORMATION CENTRE**

Further to the Notice of Study Commencement (issued June 1, 2012) and the Phase 2 Notice of Public Information Centre (issued May 9, 2013) the Town of Wasaga Beach is continuing to consider long range planning (beyond the normal ten to twenty year planning forecast) for the possible future construction of a new bridge crossing of the Nottawasaga River in order to ease anticipated future traffic issues.

The Phase 3 planning process has identified and evaluated bridge design options (cross-sections and alignments) related to a crossing in the vicinity of the Powerline Road/18th Street area.

Four, 2-lane, cross-section options were identified and evaluated (Options 1 to 4). It is recommended that Option # 4 be selected as the Preferred Solution, involving the future construction of 2, 4.75 m wide lanes on a vehicular bridge to be considered in 30 years, and a separate 3.0 m wide multi-purpose bridge to be considered in 10 years and/or as warranted by Council for active transportation connectivity.

Six alignment options were identified and evaluated (Options A to F). It is recommended that Option E be selected as the Preferred Solution with the multi-use bridge being considered in 10 years and the vehicular bridge being considered in 30 years.

This Project is being planned as a Schedule C project under the Municipal Class Environmental Assessment. A Public Information Centre is planned to provide preliminary design information to the public on the Recommended Solution and to receive input and comment from interested persons. In addition to addressing vehicular traffic issues, this Class EA planning process will take into consideration recreational (snowmobile) and pedestrian traffic.

Public Information Centre

Time: Open House: 7:00 pm to 9:00 pm
Date: Thursday, May 29, 2014
Location: Wasaga Rec Plex – 1724 Mosley St.

Public input and comment on the Recommended Solution will be incorporated into the planning process. Comments will be received until June 12, 2014.

If you have any comments or questions, or if you would like to be placed on the mailing list to receive project information, please contact the Consultant undertaking the study.

This notice issued May 9, 2014

Mr. Michael Pincivero, P.Eng.
Manager of Engineering Services, RMO/RMI
Wasaga Beach Public Works
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540
Fax: (705) 429-8226
Email: pwengineer@wasagabeach.com

Mr. Mike Neumann, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario
L9Y 4J5
Phone: (705) 445-3451
Fax: (705) 445-0968
Email: neumann@ainleygroup.com

Barb Bell

From: Barb Bell <bell@ainleygroup.com> on behalf of neumann@ainleygroup.com
Sent: May 12, 2014 11:17 AM
To: chiefofmnjikaningfirstnations@mnjikaning.ca
Cc: Mike Neumann; Reid Mitchell
Subject: Notice of Public Information Centre
Attachments: Rama FN_001.pdf

Importance: High

Please find attached a Notice for:

Town of Wasaga Beach
Class Environmental Assessment
Notice of Public Information Centre

Regards,

Barb Bell, Administrative Assistant

.....
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario, L9Y 4J5

bell@ainleygroup.com
Voice: (705) 445-3460 Ext. 125
Fax: (705) 445-0968

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CONSULTING
ENGINEERS
PLANNERS

Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, Ontario L9Y 4J5
Tel: (705) 445-3451 • Fax: (705) 445-0968
E-mail: collingwood@ainleygroup.com

May 12, 2014

File No. 112026

Chief Sharon Stinson Henry
Rama First Nation
chiefofmnjikaningfirstnations@mnjikaning.ca

Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 2**

Dear Sir/Madam:

The Town of Wasaga Beach initiated a Municipal Class Environmental Assessment in June 2012 to investigate and consider long range planning for the possible future construction of a new bridge crossing of the Nottawasaga River. The purpose of a new bridge is to ease future anticipated traffic congestion, provide for a pedestrian crossing of the River and consider recreational (snowmobile) usage.

Further to the Notice of Study Commencement issued June 1, 2012 and the Phase 2 Public Information Centre held on May 22, 2013, the Town plans to hold a second Public Information Centre to present the options investigated along with the recommended solution, and to receive comments. Please see the attached copy of the Phase 3 Notice of Public Information Centre, which will appear in the local newspaper on May 15 and May 22, 2014.

Please contact the undersigned if you have any comments or questions with respect to this Notice.

Yours truly

AINLEY & ASSOCIATES LIMITED

Mike Neumann, P.Eng.
Encl.

cc: Michael Pincivero, P.Eng.
Manager of Engineering Services, RMO/RMI

RM/bcb/S:\112026\Correspondence\Letter\PIC No. 2 - May 29, 2014\Notice of PIC#2 Cover Letter May 12, 2014.doc

Barb Bell

From: Barb Bell <bell@ainleygroup.com> on behalf of neumann@ainleygroup.com
Sent: May 12, 2014 11:09 AM
To: municipalnotices@enbridge.com
Cc: Mike Neumann
Subject: Notice of Public Information Centre
Attachments: Enbridge_001.pdf

Importance: High

Please find attached a Notice for:

Town of Wasaga Beach
Class Environmental Assessment
Notice of Public Information Session

Regards,

***Barb Bell**, Administrative Assistant*

.....
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario, L9Y 4J5

bell@ainleygroup.com
Voice: (705) 445-3460 Ext. 125
Fax: (705) 445-0968

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CONSULTING
ENGINEERS
PLANNERS

Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, Ontario L9Y 4J5
Tel: (705) 445-3451 • Fax: (705) 445-0968
E-mail: collingwood@ainleygroup.com

May 12, 2014

File No. 112026

Jennifer Cooper
Field Rep., Customer Connections
Enbridge
municipalnotices@enbridge.com

Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 2**

Dear Sir/Madam:

The Town of Wasaga Beach initiated a Municipal Class Environmental Assessment in June 2012 to investigate and consider long range planning for the possible future construction of a new bridge crossing of the Nottawasaga River. The purpose of a new bridge is to ease future anticipated traffic congestion, provide for a pedestrian crossing of the River and consider recreational (snowmobile) usage.

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Please contact the undersigned if you have any comments or questions with respect to this Notice.

Yours truly

AINLEY & ASSOCIATES LIMITED

Mike Neumann, P.Eng.
Encl.

cc: Michael Pincivero, P.Eng.
Manager of Engineering Services, RMO/RMI

RM/bcb/s:\112026\Correspondence\Letter\PIC No. 2 - May 29, 2014\Notice of PIC#2 Cover Letter May 12, 2014.doc

Barb Bell

From: Barb Bell <bell@ainleygroup.com> on behalf of neumann@ainleygroup.com
Sent: May 12, 2014 10:55 AM
To: Chief Keith Knott
Cc: Mike Neumann
Subject: Notice of Public Information Cengtre
Attachments: Curve Lake FN_001.pdf

Importance: High

Please find attached a Notice for:

Town of Wasaga Beach
Class Environmental Assessment
Notice of Public Information Centre

Regards,

Barb Bell, Administrative Assistant

.....
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario, L9Y 4J5

bell@ainleygroup.com
Voice: (705) 445-3460 Ext. 125
Fax: (705) 445-0968

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CONSULTING
ENGINEERS
PLANNERS

Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, Ontario L9Y 4J5
Tel: (705) 445-3451 • Fax: (705) 445-0968
E-mail: collingwood@ainleygroup.com

May 12, 2014

File No. 112026

Chief Keith Knott
Curve Lake First Nation
dutytoconsult@curvelakefn.ca

Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 2**

Dear Sir/Madam:

The Town of Wasaga Beach initiated a Municipal Class Environmental Assessment in June 2012 to investigate and consider long range planning for the possible future construction of a new bridge crossing of the Nottawasaga River. The purpose of a new bridge is to ease future anticipated traffic congestion, provide for a pedestrian crossing of the River and consider recreational (snowmobile) usage.

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Please contact the undersigned if you have any comments or questions with respect to this Notice.

Yours truly

AINLEY & ASSOCIATES LIMITED

Mike Neumann, P.Eng.
Encl.

cc: Michael Pincivero, P.Eng.
Manager of Engineering Services, RMO/RMI

RM/bcb/S:\112026\Correspondence\LetterPIC No. 2 - May 29, 2014\Notice of PIC#2 Cover Letter May 12, 2014.doc

112026

MAY 15 / 14
WASAGA SUN
112026

NOTICES...



TOWN OF WASAGA BEACH CLASS ENVIRONMENTAL ASSESSMENT NOTTAWASAGA RIVER BRIDGE PHASE 3 NOTICE OF PUBLIC INFORMATION CENTRE

Further to the Notice of Study Commencement (issued June 1, 2012) and the Phase 2 Notice of Public Information Centre (issued May 9, 2013) the Town of Wasaga Beach is continuing to consider long range planning (beyond the normal ten to twenty year planning forecast) for the possible future construction of a new bridge crossing of the Nottawasaga River in order to ease anticipated future traffic issues.

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Six alignment options were identified and evaluated (Options A to F). It is recommended that Option E be selected as the Preferred Solution with the multi-use bridge being considered in 10 years and the vehicular bridge being considered in 30 years.

This Project is being planned as a Schedule C project under the Municipal Class Environmental Assessment. A Public Information Centre is planned to provide preliminary design information to the public on the Recommended Solution and to receive input and comment from interested persons. In addition to addressing vehicular traffic issues, this Class EA planning process will take into consideration recreational (snowmobile) and pedestrian traffic.

Public Information Centre

Time: Open House: 7:00 pm to 9:00 pm

Date: Thursday, May 29, 2014

Location: Wasaga Rec Plex - 1724 Mosley St.

Public input and comment on the Recommended Solution will be incorporated into the planning process. Comments will be received until June 12, 2014.

If you have any comments or questions, or if you would like to be placed on the mailing list to receive project information, please contact the Consultant undertaking the study.

This notice issued May 9, 2014

Mr. Michael Pincivero, P.Eng.
Manager of Engineering Services, RMU/RMI
Wasaga Beach Public Works
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540
Fax: (705) 429-8226
Email: pwengineer@wasagabeach.com

Mr. Mike Neumann, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario
L9Y 4J5
Phone: (705) 445-3451
Fax: (705) 445-0968
Email: neumann@ainleygroup.com

705-429-3844
MUNICIPAL OFFICES

By-L

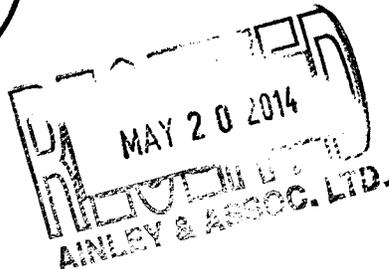


HIAWATHA FIRST NATION
123 Paudash Street
Hiawatha ON K9J 0E6

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

To	Seen
<i>[Signature]</i>	

FILE No
112-026



May 14, 2014

Dear Mike;

Thank you for the information you sent to Hiawatha First Nation regarding the future construction of a new bridge crossing the Nottawasaga River which is being proposed within Hiawatha First Nation's Traditional and Treaty Territories. Hiawatha First Nation appreciates that Ainley Group and the Town of Wasaga Beach 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 no 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
Land Resource Consultation Worker
Hiawatha First Nation

lloucks@hiawathafn.ca
Tele: (705) 295 4421
Fax: (705) 295-4424

Reid Mitchell

112026

From: Mike Neumann <neumann@ainleygroup.com>
Sent: May 16, 2014 12:37 PM
To: Barb Bell (bell@ainleygroup.com)
Cc: Mike Pincivero; Gerald Reu; Reid Mitchell (mitchell@ainleygroup.com)
Subject: FW:
Attachments: 140512 Ainley Group - Town of Wasag Beach.pdf

Hello Barb

Please update the consultation file as noted below. Thanks.

Regards,

Mike Neumann, P.Eng.
Vice President, Transportation Engineering

[image003]
280 Pretty River Parkway
Collingwood, Ontario, L9Y 4J5
neumann@ainleygroup.com
Tel: (705) 445-3460 Ext. 145
Fax: (705) 445-0968
Cell: (705) 443-1721

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From: Tina Durand [<mailto:tina.durand@cnhw.qc.ca>]
Sent: May-16-14 10:50 AM
To: collingwood@ainleygroup.com
Cc: pwengineer@wasagabeach.com; Mike Neumann; Mélanie Vincent
Subject: TR:

PLEASE SEE MESSAGE BELOW SENT IN 2013

Tina Durand
Secrétaire exécutive jr., secteur politique Conseil de la Nation huronne-wendat 255, Place Chef Michel Laveau Wendake
(Québec) G0A 4V0
418-843-3767

De : Tina Durand [<mailto:tina.durand@cnhw.qc.ca>] Envoyé : 13 mai 2013 14:03 À : 'collingwood@ainleygroup.com'
Cc : 'constance gros-louis'; 'johanne couture'; 'Melanie Vincent'
Objet :

Good afternoon,

*This is my third email requesting Ainly Group remove the following people from your mailing list.

Please note that neither Luc Lainé nor Mrs Heather Bastien represent the Huron-Wendat Nation. Please remove them from your mailing list and all other lists pertaining to York Region.

All future correspondence should be addressed to Ms. Line Gros-Louis, family Chief in charge of our Ontario file. The mailing address stays the same and you can send all emails to my attention via this address. In addition, Ms. Melanie Vincent is our consultant in charge of communications in this file.

Best regards,

Tina Durand

Secrétaire exécutive jr., secteur politique Conseil de la Nation huronne-wendat 255, Place Chef Michel Laveau Wendake
(Québec) G0A 4V0
418-843-3767

Reid Mitchell

112026

From: Mike Neumann <neumann@ainleygroup.com>
Sent: May 16, 2014 7:30 PM
To: Barb Bell (bell@ainleygroup.com); Reid Mitchell (mitchell@ainleygroup.com)
Subject: RE: Class EA Nottawasaga River Bridge, Town of Wasaga Beach

Hello Barb and Reid

I received a call from a [REDACTED] regarding this project. He would like to be placed on the mailing list. Barb, can you please check if he is on it and if not please call to get the address also ?

Regards,

Mike Neumann, P.Eng.
Vice President, Transportation Engineering

[image003]
280 Pretty River Parkway
Collingwood, Ontario, L9Y 4J5
neumann@ainleygroup.com
Tel: (705) 445-3460 Ext. 145
Fax: (705) 445-0968
Cell: (705) 443-1721

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Reid Mitchell

112026

From: Barb Bell <bell@ainleygroup.com>
Sent: May 21, 2014 11:20 AM
To: chibberd@nvca.on.ca
Cc: Mike Pincivero; Mike Neumann; Reid Mitchell
Subject: FW: Class EA Nottawasaga River Bridge, Town of Wasaga Beach
Attachments: image001.jpg; PIC Presentation May 2014.pdf

Hi Mr. Hibberd:

Please find attached display boards as requested.

Barb

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

From: Mike Neumann [<mailto:neumann@ainleygroup.com>]
Sent: May 18, 2014 12:31 PM
To: Barb Bell (bell@ainleygroup.com); Reid Mitchell (mitchell@ainleygroup.com); Mike Pincivero
Subject: FW: Class EA Nottawasaga River Bridge, Town of Wasaga Beach

Hi Barb

Please send a pdf copy of the displays. Thanks.

From: Chris Hibberd [<mailto:chibberd@nvca.on.ca>]
Sent: May-16-14 10:08 PM
To: Mike Neumann
Subject: Re: Class EA Nottawasaga River Bridge, Town of Wasaga Beach

Hi Mike:

Thanks for your quick reply. If the PIC information is available we would appreciate receiving a copy of this material.

Regards, Chris

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Mike Neumann
Sent: Friday, May 16, 2014 7:27 PM
To: Chris Hibberd;
mpincivero@wasagabeach.com<<mailto:mpincivero@wasagabeach.com>>
Cc: Reid Mitchell
(mitchell@ainleygroup.com<<mailto:mitchell@ainleygroup.com>>); Barb Bell
(bell@ainleygroup.com<<mailto:bell@ainleygroup.com>>)
Subject: RE: Class EA Nottawasaga River Bridge, Town of Wasaga Beach

Hello Chris

We can likely forward to you the PIC displays. Would you like to see them in advance ?

Regards,

Mike Neumann, P.Eng.
Vice President, Transportation Engineering

[image003]
280 Pretty River Parkway
Collingwood, Ontario, L9Y 4J5
neumann@ainleygroup.com<<mailto:neumann@ainleygroup.com>>
Tel: (705) 445-3460 Ext. 145
Fax: (705) 445-0968
Cell: (705) 443-1721

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From: Chris Hibberd [<mailto:chibberd@nvca.on.ca>]
Sent: May-16-14 4:32 PM
To: mpincivero@wasagabeach.com<<mailto:mpincivero@wasagabeach.com>>; Mike Neumann
Subject: Class EA Nottawasaga River Bridge, Town of Wasaga Beach

Hi Mike and Mike:

NVCA staff are in receipt of the Notice for the upcoming May 22, 2014 Public Information Centre. In regards to the project, are there any details that you can share with the NVCA staff that would aid our review of this matter?

Regards, Chris

Chris Hibberd, MCIP, RPP
Director of Planning
Nottawasaga Valley Conservation Authority John Hix Conservation Administrative Centre,
8195 Concession 8th Line, Utopia ON L0M 1T0
P: (705) 424-1479 Ext. 229, email:
chibberd@nvca.on.ca<<mailto:chibberd@nvca.on.ca>>

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ALDERVILLE FIRST NATION
11696 Second Line
P.O. Box 46
Roseneath, Ontario K0K 2X0
Phone: (905) 352-2011
Fax: (905) 352-3242

1120296
Chief: James R. Marsden
Councillor: Julie Bothwell
Councillor: Jody Holmes
Councillor: Dave Mowat
Councillor: Angela Smoke

May 28, 2014

Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, ON L9Y 4J5

Att: Mike Neumann, Project Engineer

Re: Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No. 2

Dear Mike Neumann,

Thank you for your consultation request to Alderville First Nation regarding the above noted project which is being proposed within our Traditional and Treaty Territory. We appreciate the fact that Ainley & Associates Limited recognizes the importance of First Nations Consultation and that your office is conforming to the requirements within the Duty to Consult Process.

As per the Alderville First Nation Consultation Protocol, your proposed project is deemed a level 3, having minimal potential to impact our First Nations' rights, therefore, please keep Alderville apprised of any archaeological findings, burial sites or any environmental impacts, should any occur. I can be contacted at the mailing address above or electronically via email, at the email address below.

In good faith and respect,

Dave Simpson
Lands and Resources
Communications Officer
Alderville First Nation

dsimpson@aldervillefirstnation.ca

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

Reid Mitchell

112026
1430

From: Reid Mitchell <mitchell@ainleygroup.com>
Sent: June 3, 2014 10:33 AM
To: pwengineer@wasagabeach.com (pwengineer@wasagabeach.com); Gerald Reu (g.reu@wasagabeach.com)
Cc: Mike Neumann (neumann@ainleygroup.com); Macleod@Ainleygroup.Com (macleod@ainleygroup.com); Sean Sexsmith (sexsmith@ainleygroup.com)
Subject: Nottawasaga River Bridge Class EA, Summary Memo re: May 29 2014 PIC - File 112026
Attachments: Meeting memo May 29 2014.docx; Property Owner Contact Summary.docx; Sign in sheets May 29 2014.pdf

Gentlemen. Further to the PIC held on May 29, 2014, please find attached a copy of the sign-in sheets (3) and a Summary Memo of the Comments received (verbal and written) to date. We have also updated the Property Owner Contact Summary and we include a copy for your information. The Memo and the Contact Summary will be updated as comments are received.

Please let us know if you have any questions or comments on this information.

Reid Mitchell, CET



www.ainleygroup.com

Tel: (705) 445-3451 Ext. 135

Cell: (705) 444-4837

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MEMORANDUM

Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, ON L9Y 4J5
Tel: (705) 445-3451 • Fax: (705) 445-0968
Email: collingwood@ainleygroup.com

To: File

Copies to: **Town**

From: RM

Date: May 29, 2014

Ref: **Wasaga Beach River crossing EA**

File: **112026**

On May 29, 2014, a PIC was held at the Wasaga Beach Rec Plex for the purpose of obtaining public input into the Class EA planning process (Phase 3) to determine the preferred cross-section and alignment for a new vehicular/multi-use bridge spanning the Nottawasaga River. A Notice of the PIC was published in the local newspaper and was sent to property owners adjacent to the Powerline Road and 18th Street area

A total of ~~20~~³ attendees signed in at the PIC including 3 from Ainley Group and 3 from Town staff. A summary of the comments (verbal and written) received is as follows:

Comments made
There seemed to be an overall agreement on the preferred location of the future bridge crossing.
A number of individuals expressed a desire to see the bridge(s) built sooner rather than later (two members of the Wasaga Snow Mobile Club). Another attendee wants the multi-use bridge constructed ASAP.
Property owner at the Powerline Road / River Road intersection was supportive of the project in that it would allow easier access to the other side of the River.
Property owners affected by the bridge crossing at the Mosley/18 th Street intersection were very much opposed to the project in that some of them would lose their property and others would be immediately adjacent to the bridge(s). Property owners impacted by the project were looking for property purchase/compensation information the details of which are not available at this time.
Property owner immediately east of the proposed bridge connection to 18 th Street expressed concern with reduced property value now that the study has determined that a bridge may be build next to his house in the future. He is seeking interim compensation from the Town for lost property value (estimated at 25% of the current value of the property). He indicated he would be seeking legal advice.
Some concern was raised with regard to the pedestrian/snowmobile crossing structure and its ability to accommodate snow grooming equipment (i.e. in terms of weight and width).
Some concern was raised with respect to potential conflict with snowmobiles and danger to pedestrians using the snowmobile crossing during the winter.
Some concern was raised with regard to safety of pedestrians using the crossing with the lack of proper railing protection, especially during winter when snow depth would reduce barrier height.
Some concern with providing a snow mobile crossing when there are no designated trail paths on Mosley or River Road.
There was some question with regard to the profile of the river crossing and approaches and what the grade difference would be adjacent to the properties on Mosley Street. The perception was that the bridge and road approaches will be considerably higher than the adjacent backyards resulting in privacy concerns and

visual aesthetic concerns.
Estimate cost to construct the snowmobile crossing seemed high to some individuals.
Some expressed an interest in seeing the pedestrian crossing constructed as soon as possible.
One resident noted a high number of deer that cross River Road at Powerline resulting in many deer-vehicle collisions. It was suggested that the proposed intersection work should include provisions to protect or re-direct deer elsewhere.
Some individuals were confused on how traffic conditions were being monitored and used to decide when the new crossing is warranted.
The question of ownership of the Multi-use bridge was raised and who would be responsible for winter maintenance (Town of Snow Mobile Club?).
One attendee felt that Alignment F with separate bridges was the best solution.
One attendee expressed an opinion that the promotion of the use of snowmobiles in the Town is counter to an active lifestyle and a healthy community.
One attendee felt that a Town Bypass route with proper signage (No Heavy Trucks, Local Deliveries Only) would address the traffic problem without the need for more bridges. Additional traffic in Town will lead to greater environmental impacts to the River and the Bay. Road work should be kept to a minimum (repairs and resurfacing).
One attendee does not want any more roundabouts but is in favour of the project.

S:\112026\Correspondence\Memos\Meeting memo May 29 2014.docx



**Nottawasaga River Crossing
Class Environmental Assessment
Phase 3 Public Information Centre No. 2
May 29, 2014**



WELCOME

- Please sign in
- Representatives are available to answer questions
- Please complete a comment sheet and place it in the box provided or send it to the Consultant undertaking the study or to the Town of Wasaga Beach at the addresses provided on the comment sheet



Nottawasaga River Crossing Class Environmental Assessment Phase 3 Public Information Centre No. 2 May 29, 2014



CLASS EA PROBLEM STATEMENT

In order to ease anticipated future traffic issues in the Town of Wasaga Beach, the Town is undertaking a Class Environmental Assessment Planning Process (Schedule C) to consider long range planning (a 30 to 40 year timeframe) for the possible future construction of a new bridge crossing of the Nottawasaga River. It was determined that the location of the potential crossing would be at some point between the existing Schoonertown and Main Street bridges.

It is stressed that this is a long range planning process (30 years) and the need for a new vehicular bridge crossing of the Nottawasaga River will be reassessed on a regular basis through the completion of traffic studies.

PHASE 2 RECOMMENDED SOLUTION

Phase 2 of the Environmental Assessment identified four bridge locations that would address the identified problem of increased future traffic. These Options were evaluated based on a detailed list of criteria and the assessment was presented at PIC No. 1 (May 22nd, 2013).

Based on the evaluation process, it was determined that a new Bridge in the Powerline Road area would provide the best location since it is directly opposite the Powerline Road intersection and provides north-south cross-Town connectivity. This would allow the traffic that is generated during a summertime weekend event to exit the "Spit "(Beach Area 1) in a more efficient manner.

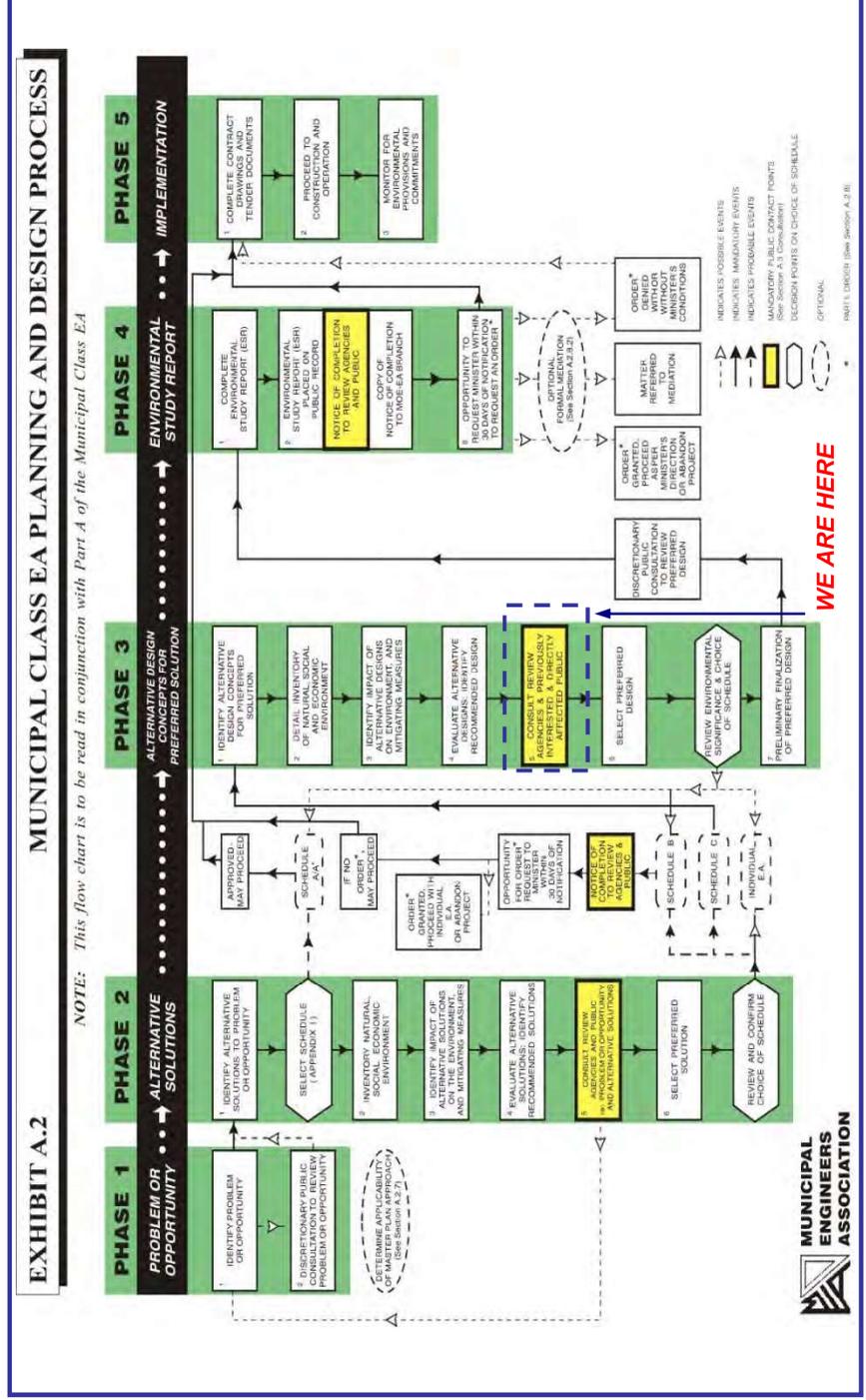


Nottawasaga River Crossing Class Environmental Assessment Phase 3 Public Information Centre No. 2 May 29, 2014



MEA CLASS Environmental Assessment

This Project is being planned in accordance with the Municipal Engineer's Association's (MEA) Municipal Class Environmental Assessment (October 2000, as amended in 2007 & 2011) document. The MEA Planning and Design Process Flow Chart is provided for public information. At the present time, the Wasaga Beach Nottawasaga River Crossing Class Environmental Assessment is in Phase 3.





Nottawasaga River Crossing Class Environmental Assessment Phase 3 Public Information Centre No. 2 May 29, 2014



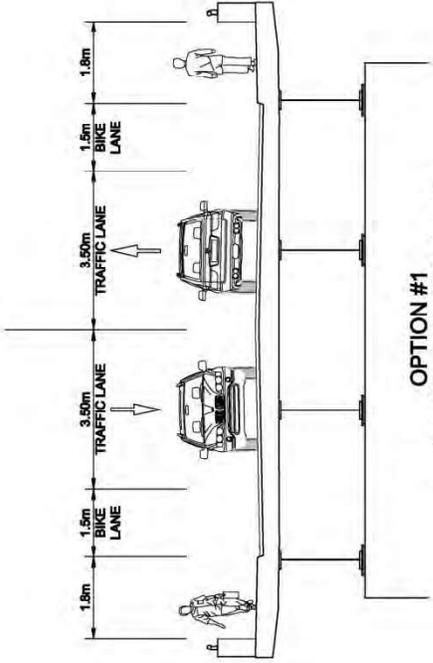
PHASE 3 OPTIONS

Bridge cross-section and alignment options were identified and assessed in order to determine the most suitable type of bridge to accommodate the river crossing in the vicinity of Powerline Road. It was determined through the EA process that any future bridge should accommodate vehicular and pedestrian traffic, as well as recreational traffic such as bicycles and snowmobiles.

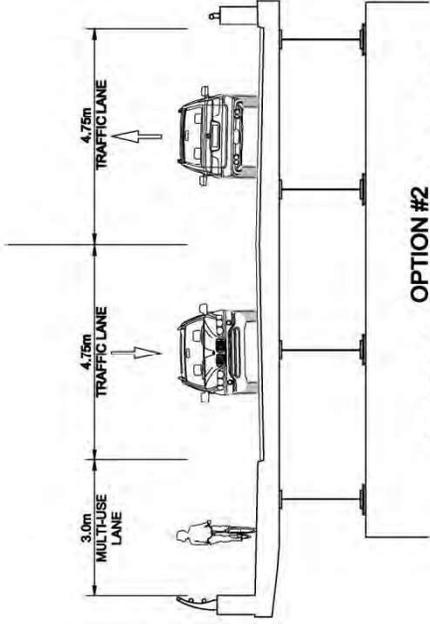
The following four bridge cross-sections were identified.

BRIDGE CROSS-SECTION OPTION SUMMARY (SEE DRAWINGS)

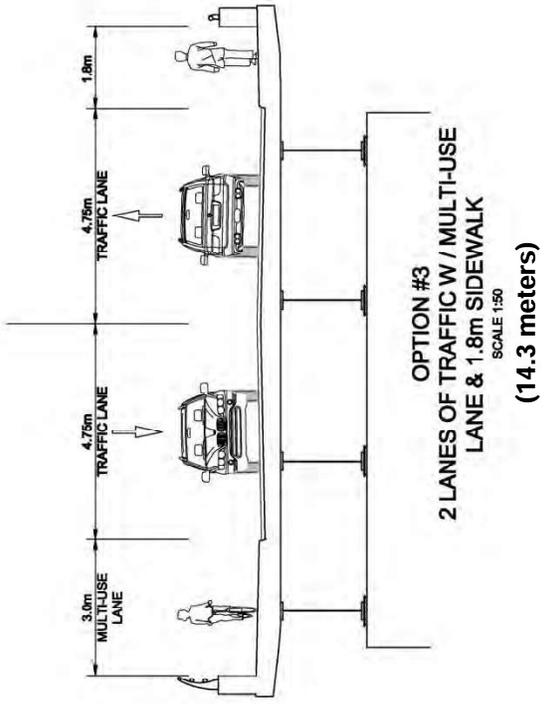
- Option 1 – 2, 3.5m wide lanes of traffic with 1.8m wide sidewalk and 1.5 m wide bike lane on each side to be considered in 30 years.
- Option 2 – 2, 4.75m wide lanes of traffic with one, 3.0m wide sidewalk on one side to be considered in 30 years.
- Option 3 - 2, 4.75m wide lanes of traffic with one, 1.8m wide sidewalk on one side and one, 3.0 m multi-use lane on the other side to be considered in 30 years.
- Option 4 - 2, 4.75 m side lanes of traffic on a vehicular bridge to be considered in 30 years, and 3.0m wide Multi-use Bridge for pedestrians, bikes and snowmobiles in as early as 10 years and/or as warranted and approved by Council for active transportation connectivity.



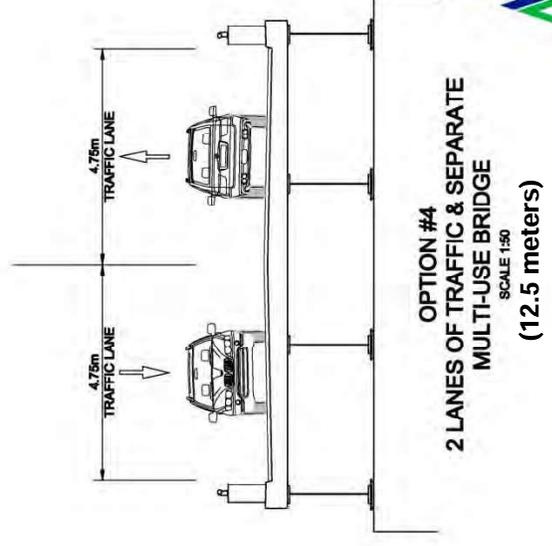
OPTION #1
 2 LANES OF TRAFFIC & 1.8m
 SIDEWALKS
 SCALE 1:50
 (13.6 meters)



OPTION #2
 2 LANES OF TRAFFIC W / MULTI-USE
 LANE
 SCALE 1:50
 (12.5 meters)



Note:
 Multi-use bridge. Traffic controlled
 for snowmobile traffic during
 winter season.





Nottawasaga River Crossing Class Environmental Assessment Phase 3 Public Information Centre No. 2 May 29, 2014



EVALUATION OF PHASE 3 BRIDGE CROSS-SECTION OPTIONS

CRITERIA	OPTION 1	OPTION 2	OPTION 3	OPTION 4
Response to Problem Statement	Does not respond to Problem statement – does not provide safe access for snowmobiles (multi-use). Evaluation - Worst	Does not respond to Problem statement – does not provide access for snowmobiles (multi-use). Evaluation - Worst	Responds to Problem Statement. Evaluation - Best	Responds to Problem Statement and allows for pedestrian, cyclist and snowmobile use at an earlier stage. Evaluation - Best
Footprint	Medium size footprint related to bridge foundations – abutments on shore and possibly piers in the River. Evaluation - Medium	Smallest size footprint Evaluation - Best	Largest size footprint Evaluation - Worst	Medium size footprint but over two bridges Evaluation – Medium
Public Safety	Safe for pedestrians and cyclists but no allowance for snowmobiles. Could provide signage allowing pedestrians on one sidewalk and cyclists on the other. Narrower traffic lanes than other Options. Evaluation - Medium	Not as safe as Option 1 – one sidewalk only. Does not allow for snowmobiles of bikes. Evaluation - Worst	Safest Option – pedestrians on one side and cyclists and snowmobiles on the other. Evaluation - Best	Not as safe as Option 3 – pedestrians must share separate bridge with cyclists and snowmobiles. Evaluation – Medium
Operational Considerations	Snow removal is normal on traffic lanes and sidewalks – no barriers. Overall, normal bridge maintenance. Evaluation - Medium	Snow removal is normal on traffic lanes and sidewalk – no barrier. Overall, normal bridge maintenance. Evaluation - Worst	Snow removal is normal on traffic lanes and sidewalk – no barrier. However, multi-use lane does not need to be cleared for snowmobiles. It is assumed that the snowmobile club will groom snow in multi-use lane. Evaluation - Best	Easiest snow removal on traffic bridge – no sidewalks. It is assumed that the snowmobile club will groom snow on multi-use bridge. Additional barriers to maintain. Evaluation – Medium
Cost per Linear Meter **	Evaluation - Medium \$34,000 to \$39,000 *	Evaluation - Medium \$41,500 to \$47,500*	Evaluation - Best \$40,000 to \$46,000 *	Evaluation – Medium \$46,000 ***
Overall Evaluation	Does not respond to Problem Statement and therefore no further evaluation is warranted.	Does not respond to Problem Statement and therefore no further evaluation is warranted.	Responds to Problem Statement. Capital cost is the highest of all Options. Does not allow Town to provide multi-use bridge at an earlier date.	Responds to Problem Statement. Capital cost is in the mid-range of all Options. Allows the Town to provide multi-use bridge at an earlier date while deferring the vehicular bridge. Evaluation - Best

* Depending on Evaluation - Worst

** 2013 Dollars

*** Based on alignment 'D'

RECOMMENDED OPTION – OPTION 4

Based on the evaluation of the bridge cross-section options, it was determined that Option 4 provided the most benefits of the cross-section options.



Nottawasaga River Crossing Class Environmental Assessment Phase 3 Public Information Centre No. 2 May 29, 2014



Cross-section options 1 and 2 do not fully respond to the problem statement, therefore bridge alignment options were identified and incorporate cross-section Option 3 or 4 as described. The alignment options are described as follows:

BRIDGE ALIGNMENT OPTIONS (SEE DRAWINGS)

- Option A - Realign Powerline Road, shift the Powerline Road/River Road West intersection to the east and cross the River to an existing hydro easement on the north side of the River, approximately 61m west of 18th Street. This alignment is based on Cross-section Option 3.
- Option B - Maintain existing Powerline Road/River Road West intersection location and cross the River to an existing vacant lot on the north side of the River, approximately 113m west of 18th Street. This alignment is based on Cross-section Option 3.
- Option C - Realign Powerline Road, shift the Powerline Road/River Road West intersection to the east and cross the River with a curving bridge to match into 18th Street. This alignment is based on Cross-section Option 3.
- Option D - Realign Powerline Road alignment and modify the Powerline Road/River Road West intersection such that a bridge can be built in a straight alignment (angled to the River) directly to 18th Street. (a Roundabout may be required at River Road West). This alignment is based on Cross-section Option 4.
- Option E - Realign Powerline Road alignment and modify the Powerline Road/River Road West intersection such that a bridge can be built in a straight alignment (angled to the River) directly to 18th Street. (a Roundabout may be required at River Road West). This alignment is based on Cross-section Option 4.
- Option F - Realign Powerline Road alignment and modify the Powerline Road/River Road West intersection such that a bridge can be built in a straight alignment (angled to the River) directly to 18th Street. (a Roundabout may be required at River Road West). This alignment is based on Cross-section Option 4.

**TOWN OF WASAGA BEACH
 NOTTAWASAGA RIVER CROSSING
 CLASS ENVIRONMENTAL ASSESSMENT (PHASE 3)
 ALIGNMENT OPTION A
 CROSS SECTION OPTION 3**



- PROPOSED ROADWAY
- PROPOSED VEHICULAR BRIDGE
- EX. PROPERTY LINE
- - - - - PROPERTY TO BE ACQUIRED

ROUND-A-BOUT NOT FEASIBLE FOR THIS OPTION

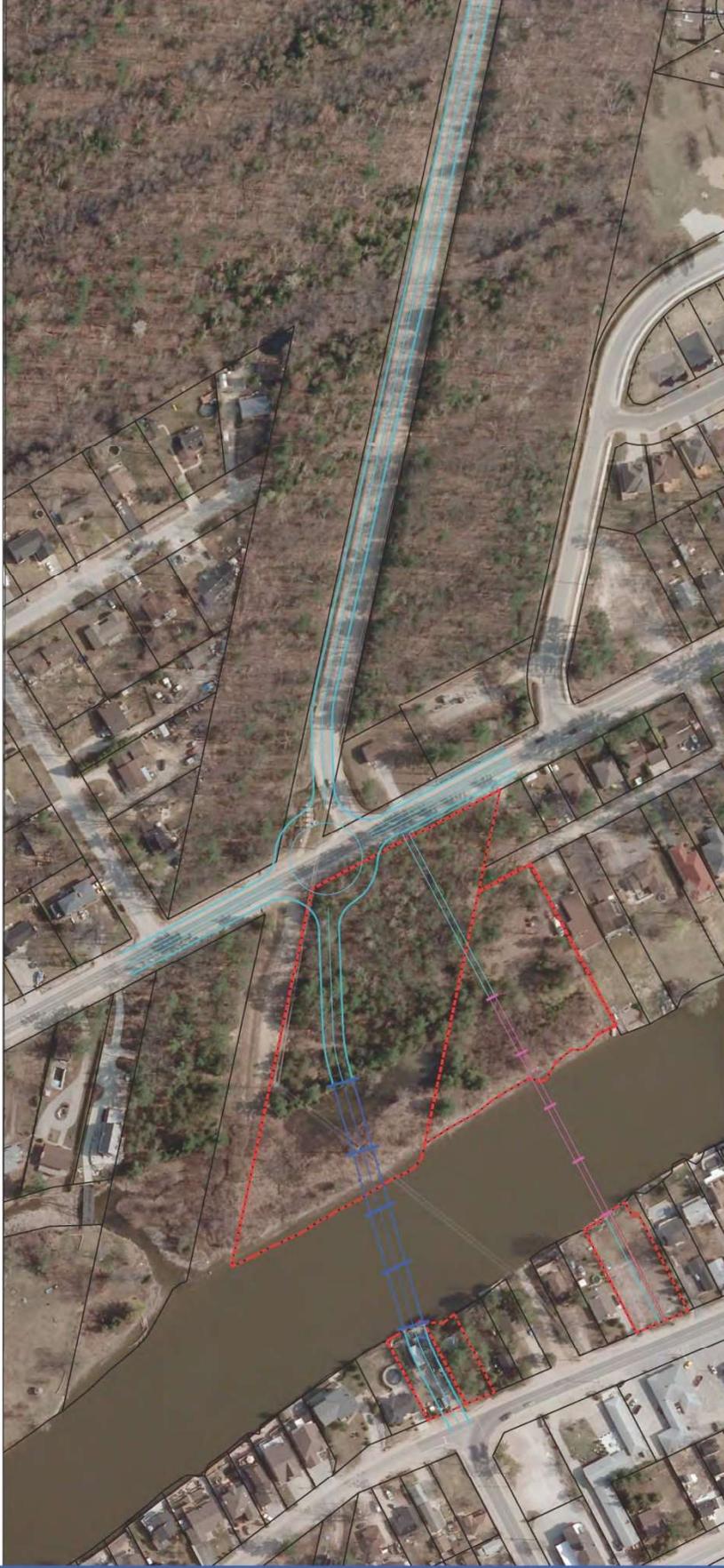
**TOWN OF WASAGA BEACH
 NOTTAWASAGA RIVER CROSSING (PHASE 3)
 CLASS ENVIRONMENTAL ASSESSMENT (PHASE 3)
 ALIGNMENT OPTION C
 CROSS SECTION OPTION 3**



- PROPOSED ROADWAY
- PROPOSED VEHICULAR BRIDGE
- EX. PROPERTY LINE
- PROPERTY TO BE ACQUIRED

ROUND-A-BOUT NOT FEASIBLE FOR THIS OPTION

**TOWN OF WASAGA BEACH
 NOTTAWASAGA RIVER CROSSING
 CLASS ENVIRONMENTAL ASSESSMENT (PHASE 3)
 ALIGNMENT OPTION D
 CROSS SECTION OPTION 4**



- PROPOSED ROADWAY
- PROPOSED VEHICULAR BRIDGE
- PROPOSED MULTI-USE BRIDGE
- EX. PROPERTY LINE
- - - - - PROPERTY TO BE ACQUIRED

**TOWN OF WASAGA BEACH
 NOTTAWASAGA RIVER CROSSING (PHASE 3)
 CLASS ENVIRONMENTAL ASSESSMENT (PHASE 3)
 ALIGNMENT OPTION E
 CROSS SECTION OPTION 4**



- PROPOSED ROADWAY
- PROPOSED VEHICULAR BRIDGE
- PROPOSED MULTI-USE BRIDGE
- EX. PROPERTY LINE
- - - - - PROPERTY TO BE ACQUIRED

**TOWN OF WASAGA BEACH
 NOTTAWASAGA RIVER CROSSING
 CLASS ENVIRONMENTAL ASSESSMENT (PHASE 3)
 ALIGNMENT OPTION F
 CROSS SECTION OPTION 4**



- PROPOSED ROADWAY
- PROPOSED VEHICULAR BRIDGE
- PROPOSED MULTI-USE BRIDGE
- EX. PROPERTY LINE
- PROPERTY TO BE ACQUIRED



Nottawasaga River Crossing Class Environmental Assessment Phase 3 Public Information Centre No. 2 May 29, 2014



EVALUATION OF PHASE 3 BRIDGE ALIGNMENT OPTIONS

CRITERIA	OPTION A	OPTION B	OPTION C	OPTION D	OPTION E	OPTION F
Impact on Natural Environment	<p>Woodlot will be disturbed on Powerline Road resulting in loss of habitat.</p> <p>Woodlot will be disturbed between River Road West and the River resulting in loss of habitat.</p> <p>Crossing of wetland adjacent to River may impact wetland.</p> <p>Evaluation - Medium</p>	<p>Woodlot will be disturbed between River Road West and the River resulting in loss of habitat.</p> <p>Crossing of wetland adjacent to River may impact wetland.</p> <p>Evaluation - Best</p>	<p>Woodlot will be disturbed on Powerline Road resulting in loss of habitat.</p> <p>Woodlot will be disturbed between River Road West and the River resulting in loss of habitat.</p> <p>Crossing of wetland adjacent to River may impact wetland.</p> <p>Evaluation - Medium</p>	<p>Woodlot will be disturbed on Powerline Road resulting in loss of habitat.</p> <p>Woodlot will be disturbed between River Road West and the River resulting in loss of habitat.</p> <p>Crossing of wetland adjacent to River may impact wetland.</p> <p>Evaluation - Medium</p>	<p>Woodlot will be disturbed on Powerline Road resulting in loss of habitat.</p> <p>Woodlot will be disturbed between River Road West and the River resulting in loss of habitat.</p> <p>Crossing of wetland adjacent to River may impact wetland.</p> <p>Evaluation - Medium</p>	<p>Woodlot will be disturbed on Powerline Road resulting in loss of habitat.</p> <p>Woodlot will be disturbed between River Road West and the River resulting in loss of habitat.</p> <p>Crossing of wetland adjacent to River may impact wetland.</p> <p>Evaluation - Medium</p>
Impact to property and residents	<p>Woodlot properties need to be acquired by the Town on Powerline Road and between River Road West and the River – no existing developed lots will be required on River Road West.</p> <p>Existing right-of-way will be required between Mosley Street and the River.</p> <p>Two existing developed properties will need to be acquired by the Town on either side of the existing right-of-way in order to construct the bridge and to provide buffer to other residences.</p> <p>Evaluation – Medium</p>	<p>No additional property is needed along Powerline Road.</p> <p>Woodlot properties will need to be acquired by the Town between River Road West and the River.</p> <p>No existing developed lots will be required on River Road West.</p> <p>Two, currently vacant lots will need to be acquired by the Town between Mosley Street and the River.</p> <p>Evaluation - Best</p>	<p>Woodlot properties need to be acquired by the Town on Powerline Road and between River Road West and the River – no existing developed lots will be required on River Road West.</p> <p>Two existing developed properties will need to be acquired by the Town adjacent to 18th Street between Mosley Street and the River in order to construct the bridge and to provide buffer to other residences.</p> <p>Evaluation - Medium</p>	<p>Woodlot properties need to be acquired by the Town on Powerline Road and between River Road West and the River – no existing developed lots will be required on River Road West.</p> <p>Two existing developed properties will need to be acquired by the Town adjacent to 18th Street between Mosley Street and the River in order to construct the bridge and to provide buffer to other residences.</p> <p>Two existing vacant lots will need to be acquired by the Town between Mosley Street and the River to accommodate the Multi-use bridge.</p> <p>Evaluation - Worst</p>	<p>One woodlot property will need to be acquired by the Town between River Road West and the River – no existing developed lots will be required on River Road West.</p> <p>Two existing developed properties will need to be acquired by the Town adjacent to 18th Street between Mosley Street and the River in order to construct both of the bridges and to provide buffer to other residences.</p> <p>Evaluation - Medium</p>	<p>Woodlot properties need to be acquired by the Town on Powerline Road and between River Road West and the River – no existing developed lots will be required on River Road West.</p> <p>Two existing developed properties will need to be acquired by the Town adjacent to 18th Street between Mosley Street and the River in order to construct the bridge and to provide buffer to other residences.</p> <p>An existing ROW will be used for Multi-use bridge on North side of River.</p> <p>Evaluation - Medium</p>



Nottawasaga River Crossing Class Environmental Assessment Phase 3 Public Information Centre No. 2 May 29, 2014



EVALUATION OF PHASE 3 BRIDGE ALIGNMENT OPTIONS - continued

CRITERIA	OPTION A	OPTION B	OPTION C	OPTION D	OPTION E	OPTION F
Traffic flow assessment	<p>Traffic flow from 18th Street across the River to Powerline Road will be improved with the provision of either a signalized intersection or a roundabout on River Road West.</p> <p>Traffic flow on Powerline Road may be slightly impacted due to proposed realignment.</p> <p>Due to the extremely close proximity of the proposed "T" intersection on Mosley Street to existing 18th Street, traffic flow on Mosley Street will be negatively impacted.</p> <p style="text-align: center;">Evaluation - Worst</p>	<p>Traffic flow from 18th Street across the River to Powerline Road will be improved with the provision of a signalized intersection on River Road West.</p> <p>Due to the relatively close proximity of the proposed "T" intersection on Mosley Street to existing 18th Street, traffic flow on Mosley Street may be negatively impacted.</p> <p style="text-align: center;">Evaluation - Medium</p>	<p>Traffic flow from 18th Street across the River to Powerline Road will be improved with the provision of either a signalized intersection or a roundabout on River Road West.</p> <p>Traffic flow on Powerline Road may be slightly impacted due to proposed realignment.</p> <p>Traffic flow between 18th Street (Spit area) and Powerline Road will be improved as a result of the construction of the bridge.</p> <p>A signalized intersection at Mosley Street and 18th Street will improve safety at the location.</p> <p style="text-align: center;">Evaluation - Medium</p>	<p>Traffic flow from 18th Street across the River to Powerline Road will be improved with the provision of either a signalized intersection or a roundabout on River Road West.</p> <p>Traffic flow on Powerline Road may be slightly impacted due to proposed realignment.</p> <p>Traffic flow between 18th Street (Spit area) and Powerline Road will be improved as a result of the construction of the bridge.</p> <p>A signalized intersection at Mosley Street and 18th Street will improve safety at the location.</p> <p>Public safety will be improved by the provision of a separate Multi-use bridge.</p> <p style="text-align: center;">Evaluation - Best</p>	<p>Traffic flow from 18th Street across the River to Powerline Road will be improved with the provision of either a signalized intersection or a roundabout on River Road West.</p> <p>Traffic flow on Powerline Road may be slightly impacted due to proposed realignment.</p> <p>Traffic flow between 18th Street (Spit area) and Powerline Road will be improved as a result of the construction of the bridge.</p> <p>A signalized intersection at Mosley Street and 18th Street will improve safety at the location.</p> <p>Public safety will be improved by the provision of a separate Multi-use bridge.</p> <p style="text-align: center;">Evaluation - Best</p>	<p>Traffic flow from 18th Street across the River to Powerline Road will be improved with the provision of either a signalized intersection or a roundabout on River Road West.</p> <p>Traffic flow on Powerline Road may be slightly impacted due to proposed realignment.</p> <p>Traffic flow between 18th Street (Spit area) and Powerline Road will be improved as a result of the construction of the bridge.</p> <p>A signalized intersection at Mosley Street and 18th Street will improve safety at the location.</p> <p>Public safety will be improved by the provision of a separate Multi-use bridge.</p> <p style="text-align: center;">Evaluation - Best</p>
Constructability	<p>Straight alignment of the proposed bridge improves constructability. Existing hydro lines will negatively impact constructability.</p> <p style="text-align: center;">Evaluation - Worst</p>	<p>Slightly curved alignment of the proposed bridge may negatively impact constructability.</p> <p style="text-align: center;">Evaluation - Medium</p>	<p>Curve alignment of the proposed bridge may negatively impact constructability.</p> <p style="text-align: center;">Evaluation - Medium</p>	<p>Straight bridge alignment improves constructability.</p> <p style="text-align: center;">Evaluation - Best</p>	<p>Straight bridge alignment improves constructability.</p> <p style="text-align: center;">Evaluation - Best</p>	<p>Straight bridge alignment improves constructability.</p> <p style="text-align: center;">Evaluation - Best</p>



Nottawasaga River Crossing Class Environmental Assessment Phase 3 Public Information Centre No. 2 May 29, 2014



EVALUATION OF PHASE 3 BRIDGE ALIGNMENT OPTIONS - continued

CRITERIA	OPTION A	OPTION B	OPTION C	OPTION D	OPTION E	OPTION F
Maintenance (Structural)	- Straight bridge alignment may provide for slightly easier maintenance.	- Slightly curved bridge alignment may negatively impact structural maintenance but this is not anticipated to be extreme.	- Curved bridge alignment may negatively impact future structural maintenance.	- Straight bridge alignment may provide for slightly easier structural maintenance.	- Straight bridge alignment may provide for slightly easier structural maintenance.	- Straight bridge alignment may provide for slightly easier structural maintenance.
Capital Cost 2013 Traffic Bridge	Evaluation - Medium -\$22,432,370	Evaluation - Medium -\$15,793,005	Evaluation - Worst -\$24,496,123	Evaluation - Best -\$13,034,443.86	Evaluation - Best -\$12,621,843.86	Evaluation - Best -\$13,034,444
Capital Cost Multi-use Bridge 2013	- N/A	- N/A	- N/A	- \$6,925,440	- \$5,578,552	- \$5,538,238
Capital Cost 2023 Multi-use Bridge	- N/A	- N/A	- N/A	- \$9,307,213.11	- \$7,497,108	- \$7,442,929
Traffic Bridge (2043)	- \$54,449,249	- \$38,333,768	- \$59,458,521	- \$31,638,016	- \$30,636,528	- \$31,638,016
Total Capital Expenditure by 2043	- \$54,449,249	- \$38,333,768	- \$59,458,521	- \$40,945,230	- \$38,133,636	- \$39,080,946
Overall Evaluation	Evaluation - Medium Worst	Evaluation - Medium Medium	Evaluation - Worst Worst	Evaluation - Medium Medium	Evaluation - Best Best	Evaluation - Medium Medium



Nottawasaga River Crossing
Class Environmental Assessment
Phase 3 Public Information Centre No. 2
May 29, 2014



RECOMMENDED BRIDGE OPTION FOR FUTURE PLANNING

It is considered that Option E would provide the best alignment and cross-section. One advantage is that there are fewer developed properties to be acquired. This option allows for a pedestrian/recreational bridge to be built in as early as 10 years and/or as warranted and approved by Council for Active Transportation connectivity to accommodate the growing recreational traffic in Wasaga Beach.



**Nottawasaga River Crossing
Class Environmental Assessment
Phase 3 Public Information Centre No. 2
May 29, 2014**



**NEXT STEPS
(TENTATIVE DATES)**

1. Review PIC Comments – June 16, 2014
2. Select Preferred Design – June 27, 2014
3. Publish Notice of Completion of Class EA – August 28, 2014
4. Public and Agency review of DRAFT Environmental Study Report (30 days) – September 29, 2014
5. Finalize Environmental Study Report based on comments received – October 17, 2014
6. Memo to Ministry of Environment – Completion of Class EA – October 20, 2014



**Nottawasaga River Crossing
Class Environmental Assessment
Phase 3 Public Information Centre No. 2
May 29, 2014**



WHAT CAN YOU DO?

- Fill out a comment sheet
- Send your comments to:

Mike Pincivero, P.Eng.

Manager of Engineering Services, RMO/RMI

Town of Wasaga Beach

30 Lewis Street

Wasaga Beach, Ontario

L9Z 1A1

Tel: (705) 429-2540 ext. 2307

Fax: (705) 429-8226

Email: pwengineer@wasagabeach.com

Mike Neumann, P. Eng.

Vice President, Transportation

Ainley Group

280 Pretty River Parkway

Collingwood, Ontario

L9Y 4J5

Tel: (705) 445-3451 ext. 135

Fax: (705) 445-0968

Email: neumann@ainleygroup.com

112026

TOWN OF WASAGA BEACH
NOTTAWASAGA RIVER CROSSING
CLASS ENVIRONMENTAL ASSESSMENT
(SCHEDULE 'C')

PUBLIC INFORMATION CENTRE
MAY 29, 2014

SIGN IN SHEET – PLEASE PRINT

NAME	ADDRESS	TELEPHONE NO.	E-MAIL ADDRESS
[REDACTED]			

TOWN OF WASAGA BEACH
NOTTAWASAGA RIVER CROSSING
CLASS ENVIRONMENTAL ASSESSMENT

Public Information Centre – May 29, 2014
7:00 p.m. to 9:00 p.m. – RecPlex – 1724 Mosley St.

COMMENT SHEET

Please print all responses.

NAME OF RESPONDENT:

[REDACTED]

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

property owner

ADDRESS (Including Postal Code, Telephone Number & Email Address):

[REDACTED]

COMMENTS (Please use the back of this sheet if necessary)

- separate pedestrian bridge (for bicycles) as per alignment. F is desirable
- promoting in town use of snow mobiles is strongly undesirable & goes counter active (human powered) lifestyle (noise, pollution & ruins counter an image of a healthy community

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes

No

Please submit this comment sheet by **June 12, 2014** to:

Mike Neumann, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood Ontario
L9Y 4J5
Tel: (705) 445-3451 ext. 145
Fax: (705) 445-0968

Mike Pincivero, P.Eng.
Manager of Engineering Services, RMO/RMI
Town of Wasaga Beach
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540 ext. 2307
Fax: (705) 429-8226

E-mail: neumann@ainleygroup.com

Email: pwengineer@wasagabeach.com

TOWN OF WASAGA BEACH
NOTTAWASAGA RIVER CROSSING
CLASS ENVIRONMENTAL ASSESSMENT

Public Information Centre – May 29, 2014
7:00 p.m. to 9:00 p.m. – RecPlex – 1724 Mosley St.

COMMENT SHEET

Please print all responses.

NAME OF RESPONDENT:

[REDACTED]

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

T WASAGA SNOWMOBILE CLUB

ADDRESS (Including Postal Code, Telephone Number & Email Address):

[REDACTED]

[REDACTED]

COMMENTS (Please use the back of this sheet if necessary)

ALIGNMENT OPTION E CROSS SECTION OPTION 4
SEEMS TO BE THE BEST FIT. THE MULTI USE PORTION FOR
PEDESTRIANS BIKERS + SNOWMOBILES SHOULD BE BUILT TO
SUPPORT A GROOMER SO AS TO MAINTAIN THE CROSSING IN
WINTER. THIS BRIDGE + THE AUTOMOBILE BRIDGE SHOULD
BE BUILT ASAP WITHIN 5-10 YEARS.

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes

No

Please submit this comment sheet by **June 12, 2014** to:

Mike Neumann, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood Ontario
L9Y 4J5
Tel: (705) 445-3451 ext. 145
Fax: (705) 445-0968

E-mail: neumann@ainleygroup.com

Mike Pincivero, P.Eng.
Manager of Engineering Services, RMO/RMI
Town of Wasaga Beach
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540 ext. 2307
Fax: (705) 429-8226

Email: pwengineer@wasagabeach.com

TOWN OF WASAGA BEACH
NOTTAWASAGA RIVER CROSSING
CLASS ENVIRONMENTAL ASSESSMENT

Public Information Centre – May 29, 2014
7:00 p.m. to 9:00 p.m. – RecPlex – 1724 Mosley St.

COMMENT SHEET

Please print all responses.

NAME OF RESPONDENT:

[REDACTED]

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

PROPERTY OWNER

ADDRESS (Including Postal Code, Telephone Number & Email Address):

[REDACTED]

[REDACTED]

COMMENTS (Please use the back of this sheet if necessary)

THE ~~BEACH~~ INCREASING ROAD SIZES & ACCESSES INCLUDING BRIDGING ARE DETRIMENTAL TO THE BEACH AREA. ALL THAT IS INCREASING IS "THRU" TRAFFIC, COMMERCIAL MOSTLY. BY MAKING IT EASIER TO TRAVEL THRU WASAGA WOULD ONLY BE NEGATIVE. WASAGA SHOULD BE RESPECTED AND KEPT AS IS OTHER THAN REBUILDING THE DOWNTOWN AREA. INCREASING COMMERCIAL TRAFFIC ON RRW WILL

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

own →

Yes

No

Please submit this comment sheet by **June 12, 2014** to:

Mike Neumann, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood Ontario
L9Y 4J5
Tel: (705) 445-3451 ext. 145
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E-mail: neumann@ainleygroup.com

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30 Lewis Street
Wasaga Beach, Ontario
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Fax: (705) 429-8226

Email: pwengineer@wasagabeach.com

HAVE A HUGE ENVIRONMENTAL IMPACT ON THE RIVER & THEREFOR THE BAY. VEHICLE EMISSIONS, PETROL, DIESEL WILL BE CARRIED BY STORM WATER INTO A VALUABLE RESOURCE.

IN CLOSING I THINK THAT ANY ROAD IMPROVEMENT SHOULD BE KEPT TO A MINIMUM. REPAIR & RESURFACE EXISTING ONLY. NO INCREASE IN SIZES OR ACCESS. A BYPASS SHOULD BE CONSTRUCTION FOR THE TRAVEL TRAFFIC. SIGNS SHOULD BE PLACED ON RRW "NO HEAVY TRUCKS LOCAL DELIVERIES ONLY". YOU WOULD FEEL THE SAME IF YOU WALKED DOWN RRW WHEN 18 WHEELERS WITH POP TRAILERS ~~TRAVE~~ BARRELE THRU!

TOWN OF WASAGA BEACH
NOTTAWASAGA RIVER CROSSING
CLASS ENVIRONMENTAL ASSESSMENT

Public Information Centre – May 29, 2014
7:00 p.m. to 9:00 p.m. – RecPlex – 1724 Mosley St.

COMMENT SHEET

Please print all responses.

NAME OF RESPONDENT:



REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

ADDRESS (Including Postal Code, Telephone Number & Email Address):



COMMENTS (Please use the back of this sheet if necessary)

Please no more roundabouts. Been living in this direct area for over 50 years and look forward to seeing this move forward. Powerline is no longer a secret and is becoming a major way to get into and out of the beach.

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes

No

Please submit this comment sheet by **June 12, 2014** to:

Mike Neumann, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood Ontario
L9Y 4J5
Tel: (705) 445-3451 ext. 145
Fax: (705) 445-0968

E-mail: neumann@ainleygroup.com

Mike Pincivero, P.Eng.
Manager of Engineering Services, RMO/RMI
Town of Wasaga Beach
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540 ext. 2307
Fax: (705) 429-8226

Email: pwengineer@wasagabeach.com

- Environmental issues need to be recognized but are quiet do able.

TOWN OF WASAGA BEACH
NOTTAWASAGA RIVER CROSSING
CLASS ENVIRONMENTAL ASSESSMENT

Public Information Centre – May 29, 2014
7:00 p.m. to 9:00 p.m. – RecPlex – 1724 Mosley St.

COMMENT SHEET

Please print all responses.

NAME OF RESPONDENT:

[REDACTED]

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

Wasaga Snowmobile Club

ADDRESS (Including Postal Code, Telephone Number & Email Address):

[REDACTED]

COMMENTS (Please use the back of this sheet if necessary)

would like to see the pedestrian/multi use bridge done ASAP to provide access for emergency vehicles/pedestrians/hikers, snowmobilers access to the other side of river & beachfront

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes

No

Please submit this comment sheet by **June 12, 2014** to:

Mike Neumann, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood Ontario
L9Y 4J5

Tel: (705) 445-3451 ext. 145
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TOWN OF WASAGA BEACH
NOTTAWASAGA RIVER CROSSING
CLASS ENVIRONMENTAL ASSESSMENT

Public Information Centre – May 29, 2014
7:00 p.m. to 9:00 p.m. – RecPlex – 1724 Mosley St.

COMMENT SHEET

Please print all responses

NAME OF RESPONDENT:

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

ADDRESS (Including Postal Code, Telephone Number & Email Address):

WASAGA BEACH

COMMENTS (Please use the back of this sheet if necessary)

PEDESTRIAN BRIDGE NEEDED ASAP
• RESIDENTS OF WASAGA BEACH ON RIVER RD
SIDE OF NOTTAWASAGA RIVER WOULD HAVE
SAFER ACCESS TO BEACH - WALKING, BIKING ETC.

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes

No

Please submit this comment sheet by **June 12, 2014** to:

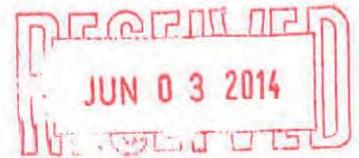
Mike Neumann, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood Ontario
L9Y 4J5
Tel: (705) 445-3451 ext. 145
Fax: (705) 445-0968

Mike Pincivero, P.Eng.
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Fax: (705) 429-8226

E-mail: neumann@ainleygroup.com

Email: pwengineer@wasagabeach.com

TOWN OF WASAGA BEACH
NOTTAWASAGA RIVER CROSSING
CLASS ENVIRONMENTAL ASSESSMENT



Public Information Centre – May 29, 2014
7:00 p.m. to 9:00 p.m. – RecPlex – 1724 Mosley St.

COMMENT SHEET

Please print all responses.

NAME OF RESPONDENT:

[Redacted]

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

property owner

ADDRESS (Including Postal Code, Telephone Number & Email Address):

[Redacted]

[Redacted]

[Redacted]

COMMENTS (Please use the back of this sheet if necessary)

I am in favour of option # F with a separate
active transportation bridge from the traffic bridge
Hopefully, it would be built sooner than the
traffic bridge.

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes

No

Please submit this comment sheet by **June 12, 2014** to:

Mike Neumann, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood Ontario
L9Y 4J5
Tel: (705) 445-3451 ext. 145
Fax: (705) 445-0968

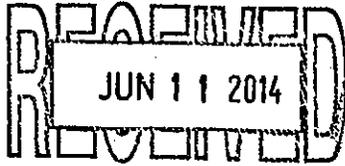
E-mail: neumann@ainleygroup.com

Mike Pincivero, P.Eng.
Manager of Engineering Services, RMO/RMI
Town of Wasaga Beach
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540 ext. 2307
Fax: (705) 429-8226

Email: pwengineer@wasagabeach.com

TOWN OF WASAGA BEACH

NOTTAWASAGA RIVER CROSSING
CLASS ENVIRONMENTAL ASSESSMENT



AINLEY & ASSOC. LTD.

Public Information Centre – May 29, 2014
7:00 p.m. to 9:00 p.m. – RecPlex – 1724 Mosley St.

COMMENT SHEET

Please print all responses.

NAME OF RESPONDENT:

[REDACTED]

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

ADDRESS (Including Postal Code, Telephone Number & Email Address):

[REDACTED] WASAGA BEACH ONTARIO [REDACTED]
[REDACTED]

COMMENTS (Please use the back of this sheet if necessary)

I DO NOT OBJECT TO THE PROJECT AS A WHOLE BECAUSE YOU CAN NOT STOP PROGRESS. BUT I AM VERY CONCERNED THAT IT HAS ALREADY BEEN ANNOUNCED PUBLICLY THAT THE PERFERED LOCATION FOR THIS BRIDGE (12 FEET FROM MY PROPERTY LINE) HAS ALREADY AFFECTED THE VALUE OF MY PROPERTY. I MUST ASK MYSELF, HOW AND AT WHAT PRICE I COULD GET A WILLING BUYER KNOWING THAT THERE COULD BE A BRIDGE 12 FEET FROM THE PROPERTY LINE.
(SEE OVER)

Do you wish to be informed of additional PICs and the publication of the Notice of Study Completion?

Yes

No

Please submit this comment sheet by **June 12, 2014** to:

Mike Neumann, P.Eng.
Project Engineer
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood Ontario
L9Y 4J5
Tel: (705) 445-3451 ext. 145
Fax: (705) 445-0968

E-mail: neumann@ainleygroup.com

Mike Pincivero, P.Eng.
Manager of Engineering Services, RMO/RMI
Town of Wasaga Beach
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Wasaga Beach, Ontario
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Fax: (705) 429-8226

Email: pwengineer@wasagabeach.com

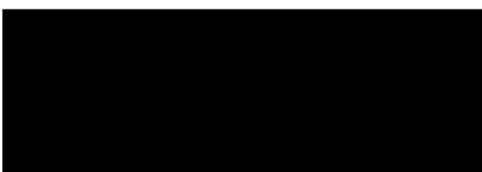
AND COULD A WILLING BUYER GET A MORGAGE. OBVIOUSLY THERE WOULD BE CONCERNS ABOUT NOISE - GARBAGE - SAFETY - LOSS OF VIEW AND ENJOYMENT OF BACKYARD AND POOL AREA. ALL THIS WOULD BE COMPOUNDED BY THE COMPLETE LOSS OF VIEW UP RIVER AND BOATING POTENCIAL. I AM TOLD THERE IS A LEGAL OBLIGATION TO DISCLOSE THIS INFORMATION TO A PROSPECTIVE BUYER.

I BOUGHT AND BUILT MY HOME AND PROPERTY AS AN INVESTMENT FOR MY RETIREMENT. I NOW FIND THAT THIS INVESTMENT HAS BEEN NEGATIVELY AFFECTED BY THE ANNOUNCEMENT THAT THIS COULD HAPPEN IN WHAT EVER NUMBER OF YEARS. I AM TOLD BY LOCAL REAL ESTATE BROKERS THAT THIS COULD AFFECT MY PROPERTY VALUE BY A NEGATIVE 25%. IT IS MY FEELING THAT THE TOWN OF WASAGA BEACH SHOULD COMPENSATE ME FOR MY LOSS. OR BUY MY PROPERTY NOW AND POSSIBLY RENT IT BACK TO ME. BARRING THAT SOLUTION, I AM OPEN TO OTHER IDEAS OF FAIR COMPENSATION. IT IS MY HOPE THAT THIS CAN BE WORKED OUT SIMPLY WITH OUT LEGAL ACTIONS.

I WILL BE CONTACTING MPAC FOR RE-ASSESSMENT. I DONT SEE WHY I SHOULD BE PAYING HIGH TAXES ON A PROPERTY THAT HAS BEEN NEGATIVELY AFFECTED BY THE TOWN OF WASAGA BEACH'S LONG TERM PLANNING.

PLEASE FIND ENCLOSED TWO OPINIONS OF LONG TIME PROMINNET WASAGA BEACH REAL ESTATE BROKERS

SINCERELY YOURS





Wednesday June 11th, 2014

Further to our conversation last week I am writing you this short letter to address your concerns over a proposed bridge adjacent to your home.

Attached please find your current assessment information which shows your value at MPAC of [REDACTED]. When compared to other riverfront listings and sales within the last 12 months I would suggest your property is worth approximately [REDACTED] of today's date.

Having firsthand experience living beside a bridge within Wasaga Beach for 8 years I would have to say that if your property was zoned Tourist Commercial than this would have a positive impact on the property. But as a Residential property it will have a negative impact. I moved away from my home beside the main Street Bridge 3 years ago as I felt like I was living in a fish bowl. I constantly had the public on 3 sides of my property and very little privacy.

I did not realize the new 3rd Bridge project might be beside your property until you brought it to my attention. I always thought it was going to be closer to the area near the Strip Mall where the Post office is located. I have attached the new 20 page report 'Nottawasaga River Crossing' dated May 29th, 2014 which I downloaded from the Town's website. Pages 9 and 10 show the location I thought the bridge would have been located, as well as the proposed bridge location next to your property.

If I had to come up with a percentage that the property value would be adversely affected by I would suggest it could be 20% to 25%. As a Realtor who now knows this situation exists I would have to divulge this information to any potential buyers prior to them making an offer on your property should you choose to list your property for sale.

If you have any questions regarding the above please call me at [REDACTED]

Sincerely,

[REDACTED]
www.WasagaBeachHomes.com

 www.facebook.com/RemaxWasagaBeach

RE/MAX of Wasaga Beach Inc., Brokerage
Main Office: 1263 Mosley Street 705.429.4500
Branch Office: 1900 Mosley Street 705.429.5500
Mailing: PO. Box 490, Wasaga Beach, ON L9Z 1A5

ROYAL LEPAGE
Trinity Realty
Brokerage
INDEPENDENTLY OWNED AND OPERATED

June 3rd 2014



Further to our conversation at your dealership last week, with regards to your home at [REDACTED] I would suggest that if a bridge is built adjacent to your home, I feel that it would negatively impact the value of your home by approximately 25%. It will depend on how close the bridge gets to your home, but I would suggest it is in that range, due to your view obstruction, increased traffic and noise.

Yours Truly,

A handwritten signature in black ink, appearing to be 'L. [REDACTED]', written over a black redaction bar.

Royal Le Page Trinity Realty
Wasaga Beach

Reid Mitchell

From: Mike Neumann <neumann@ainleygroup.com>
Sent: June 11, 2014 6:01 PM
To: Chris Hibberd
Cc: pwengineer@wasagabeach.com; Glenn Switzer; Dave Featherstone; Gerald Reu; Reid Mitchell (mitchell@ainleygroup.com)
Subject: RE: Class EA Nottawasaga River Bridge, Town of Wasaga Beach

Hi Chris

Thanks for getting back to us on this project. The project is in the EA stages. Design has not been initiated since the timing/need of the crossing is beyond a 30year horizon at a minimum and could actually be even longer. Detail design would start closer to the date of actual construction. All of the requirements that you have outlined can be documented in the ESR as future detail design requirements to ensure the detail design captures all of the items. For EA purposes, a preliminary structural review to eliminate piers was investigated although a clear span can only be accomplished with a cable stayed or suspension type bridge given the length of the span. The grade and cost impacts at the tie in points on both sides of the river would be quite extensive and therefore there will most definitely be a need for piers in the river. The impacts of the piers that you have noted below can be further reviewed by engineering study as part of the future detail design.

Regards,

Mike Neumann, P.Eng.
Vice President, Transportation Engineering

[image003]
280 Pretty River Parkway
Collingwood, Ontario, L9Y 4J5
neumann@ainleygroup.com
Tel: (705) 445-3460 Ext. 145
Fax: (705) 445-0968
Cell: (705) 443-1721

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From: Chris Hibberd [mailto:chibberd@nvca.on.ca]
Sent: June-11-14 5:11 PM
To: Mike Neumann
Cc: pwengineer@wasagabeach.com; Glenn Switzer; Dave Featherstone
Subject: Class EA Nottawasaga River Bridge, Town of Wasaga Beach

Hi Mike:

Thank you for providing the PIC displays. In regards to the bridge proposal, can you advise how far along Town is with the design of the proposed new bridge crossing of the Nottawasaga River. Typically at the preliminary design stage the NVCA would be looking for the following design components:

- * A hydraulic model showing there is no backwater from the bridge that would aggravate flooding upstream of downstream for flows up to the Regulatory flow
- * If possible clear span the river to avoid a center pier. A center pier would have the potential of restricting ice movement at ice breakup

In addition to the above, NVCA staff usually receives information on outlining key the natural heritage features in the study area and the potential impact of the project on these features along with possible mitigation measures. In particular, NVCA staff note that we would like to see any impact on the riverine wetland minimized to extent possible with consideration of wetland enhancement elsewhere as part of mitigation.

Please advise on the status of the above matters. Feel free to contact the undersigned should you have any questions on the above comments.

Regards, Chris

Chris Hibberd, MCIP, RPP
Director of Planning
Nottawasaga Valley Conservation Authority John Hix Conservation Administrative Centre,
8195 Concession 8th Line, Utopia ON L0M 1T0
P: (705) 424-1479 Ext. 229, email: chibberd@nvca.on.ca

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From: Mike Neumann
Sent: Friday, May 16, 2014 7:27 PM
To: Chris Hibberd; mpincivero@wasagabeach.com
Cc: Reid Mitchell (mitchell@ainleygroup.com); Barb Bell (bell@ainleygroup.com)
Subject: RE: Class EA Nottawasaga River Bridge, Town of Wasaga Beach

Hello Chris

We can likely forward to you the PIC displays. Would you like to see them in advance ?

Regards,

Mike Neumann, P.Eng.
Vice President, Transportation Engineering

[image003]
280 Pretty River Parkway
Collingwood, Ontario, L9Y 4J5
neumann@ainleygroup.com

Tel: (705) 445-3460 Ext. 145
Fax: (705) 445-0968
Cell: (705) 443-1721

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From: Chris Hibberd [mailto:chibberd@nvca.on.ca]
Sent: May-16-14 4:32 PM
To: mpincivero@wasagabeach.com<mailto:mpincivero@wasagabeach.com>; Mike Neumann
Subject: Class EA Nottawasaga River Bridge, Town of Wasaga Beach

Hi Mike and Mike:

NVCA staff are in receipt of the Notice for the upcoming May 22, 2014 Public Information Centre. In regards to the project, are there any details that you can share with the NVCA staff that would aid our review of this matter?

Regards, Chris

Chris Hibberd, MCIP, RPP
Director of Planning
Nottawasaga Valley Conservation Authority John Hix Conservation Administrative Centre,
8195 Concession 8th Line, Utopia ON L0M 1T0
P: (705) 424-1479 Ext. 229, email: chibberd@nvca.on.ca<mailto:chibberd@nvca.on.ca>

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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
Télééc. : (416) 325-1066
www.aboriginalaffairs.gov.on.ca



Reference: EA#189

June 4, 2014

Mike Neumann
Project Director
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, ON L9Y 4J5

**Re: Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Notice of Public Information Centre No.2**

Dear Mr. Neumann:

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 your project's potential environmental impacts.

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 MAA'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 Ogemaa 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 Sharon Stinson Henry (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	David Dusome, President (705) 526-6335 (705) 526-7537 daviddusome@rogers.com
Moon River Métis Council P.O. Box 386 Washago, ON L0K 2B0	Larry Duval, President P.O. Box 386 Washago, ON L0K 2B0 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:

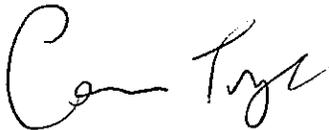
Métis Nation of Ontario Head Office 500 Old St. Patrick Street, Unit D Ottawa, Ontario, K1N 9G4	Métis Consultation Unit Fax: (613) 725-4225
--	--

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.

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.

Yours truly,

A handwritten signature in black ink, appearing to read "Corwin Troje". The signature is fluid and cursive, with the first name "Corwin" being larger and more prominent than the last name "Troje".

Corwin Troje
Manager, Consultation Unit
Aboriginal Relations and Ministry Partnerships Division





May 15, 2014

Mr. Michael Pincivero, P. Eng.
Manager, Engineering Services
Wasaga Beach Public Works
30 Lewis St.
Wasaga Beach, Ont.
L9Z 1A1

Re: Nottawasaga River Bridge

Dear Sir:

This project should never happen. Two bridges are enough for a town this size and any more is a waste of taxpayer's money. There are many other projects that could improve traffic conditions in this town but more bridges is not one of them.

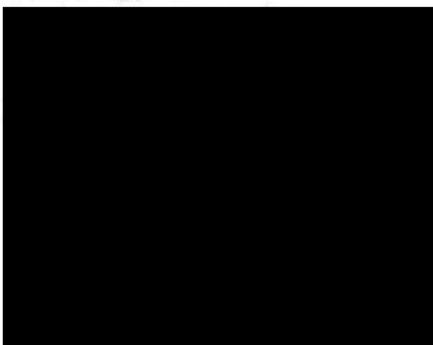
How about widening Old Mosley Street so pedestrians and bicycles do not hold up traffic on this busy east west corridor.

How about making Shore Lane a continuous east-west route from one end of the beach to the other.

I also question why a road is being built into Park 2. More roads could be built on the fringes of the main beach including a "Main Street" with shops and cafes and parkettes for those who are not beach goers. This would also serve many of the new developments that are being built in the inland areas. There is plenty of room for expansion without more pollution being brought to the beach areas.

Thank you for your consideration.

Sincerely,



Reid Mitchell

112026

From: Reid Mitchell <mitchell@ainleygroup.com>
Sent: June 12, 2014 11:16 AM
To: pwengineer@wasagabeach.com (pwengineer@wasagabeach.com); Gerald Reu (g.reu@wasagabeach.com)
Cc: Mike Neumann (neumann@ainleygroup.com)
Subject: Nottawasaga River Crossing EA - Phase 3 PIC memo - File 112026
Attachments: Meeting memo May 29 2014.docx

Gentlemen. Please find attached our Meeting Memo from the Phase 3 PIC that was held on May 29, 2014 for your review and comment. We believe that a response is required to Mr. Levitt re: compensation for potential loss of property value. We would be pleased to meet with you to discuss all of the comments received before we proceed with the completion of the Draft ESR. However, if you feel that meeting is not necessary, we will need confirmation from the Town as to the Preferred Solution. I am not sure if you need to go to Committee on this.

Please contact either Mike or me if you have any questions.

Reid Mitchell, CET



www.ainleygroup.com

Tel: (705) 445-3451 Ext. 135

Cell: (705) 444-4837

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MEMORANDUM

Ainley & Associates Limited
280 Pretty River Parkway, Collingwood, ON L9Y 4J5
Tel: (705) 445-3451 • Fax: (705) 445-0968
Email: collingwood@ainleygroup.com

To: File

Copies to: **Town**

From: RM

Date: June 12, 2014

Ref: **Wasaga Beach River crossing EA**

File: **112026**

On May 29, 2014, a PIC was held at the Wasaga Beach Rec Plex for the purpose of obtaining public input into the Class EA planning process (Phase 3) to determine the preferred cross-section and alignment for a new vehicular/multi-use bridge spanning the Nottawasaga River. A Notice of the PIC was published in the local newspaper and was sent to property owners adjacent to the Powerline Road and 18th Street area

A total of 17 attendees signed in at the PIC. In addition 3 staff from Ainley Group and 3 staff from Town attended the PIC. A summary of the comments (verbal and written) received is as follows:

Comments made
There seemed to be an overall agreement on the preferred location of the future bridge crossing.
A number of individuals expressed a desire to see the bridge(s) built sooner rather than later (two members of the Wasaga Snow Mobile Club). Another attendee wants the multi-use bridge constructed ASAP.
Property owner at the Powerline Road / River Road intersection was supportive of the project in that it would allow easier access to the other side of the River.
Property owners affected by the bridge crossing at the Mosley/18 th Street intersection were very much opposed to the project in that some of them would lose their property and others would be immediately adjacent to the bridge(s). Property owners impacted by the project were looking for property purchase/compensation information the details of which are not available at this time.
Property owner immediately east of the proposed bridge connection to 18 th Street expressed concern with reduced property value now that the study has determined that a bridge may be build next to his house in the future. He is seeking interim compensation from the Town for lost property value (estimated at 25% of the current value of the property). He indicated he would be seeking legal advice.
Some concern was raised with regard to the pedestrian/snowmobile crossing structure and its ability to accommodate snow grooming equipment (i.e. in terms of weight and width).
Some concern was raised with respect to potential conflict with snowmobiles and danger to pedestrians using the snowmobile crossing during the winter.
Some concern was raised with regard to safety of pedestrians using the crossing with the lack of proper railing protection, especially during winter when snow depth would reduce barrier height.
Some concern with providing a snow mobile crossing when there are no designated trail paths on Mosley or River Road.
There was some question with regard to the profile of the river crossing and approaches and what the grade difference would be adjacent to the properties on Mosley Street. The perception was that the bridge and road approaches will be considerably higher than the adjacent backyards resulting in privacy concerns and

visual aesthetic concerns.
Estimate cost to construct the snowmobile crossing seemed high to some individuals.
Some expressed an interest in seeing the pedestrian crossing constructed as soon as possible.
One resident noted a high number of deer that cross River Road at Powerline resulting in many deer-vehicle collisions. It was suggested that the proposed intersection work should include provisions to protect or re-direct deer elsewhere.
Some individuals were confused on how traffic conditions were being monitored and used to decide when the new crossing is warranted.
The question of ownership of the Multi-use bridge was raised and who would be responsible for winter maintenance (Town of Snow Mobile Club?).
Two attendees felt that Alignment F with separate bridges was the best solution.
One attendee expressed an opinion that the promotion of the use of snowmobiles in the Town is counter to an active lifestyle and a healthy community.
One attendee felt that a Town Bypass route with proper signage (No Heavy Trucks, Local Deliveries Only) would address the traffic problem without the need for more bridges. Additional traffic in Town will lead to greater environmental impacts to the River and the Bay. Road work should be kept to a minimum (repairs and resurfacing).
One attendee does not want any more roundabouts but is in favour of the project.
NVCA provided an Email dated June 11, 2014
Asks how far along is the design? Notes that at the preliminary design stage, NVCA would be looking for: <ul style="list-style-type: none"> - Hydraulic model showing there is no backup that would aggravate upstream flooding up to the "Regulatory" flow. - If possible, a clear span to avoid centre pier which would restrict ice movement - Study outlining key natural heritage features in the study area and the potential for impact with mitigation measures. In particular, the impact to the riverine wetland is to be minimized with consideration of wetland enhancement elsewhere.
Alderville First Nation advised that Project is a "level 3" having minimal potential impact. Please keep apprised of any archaeological findings
Hiawatha First Nation advised that project would have no impact on traditional territory or rights but please keep apprised of any archaeological findings, burial sites or environmental impacts. Please forward any archaeological reports.

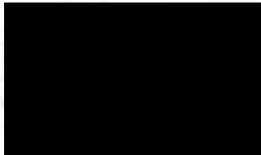
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November 5, 2014

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File No. 112026



Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Phase 3 PIC Comments**

Dear Ms. 

We are responding on behalf of the Town of Wasaga Beach to your letter dated May 15, 2014 following the May, 29, 2014 Public Information Centre on the Nottawasaga River bridge crossing Schedule C Class Environmental Assessment currently being undertaken by the Town. We wish to thank you for taking the time to provide input into this planning process.

We wish to advise you that the Preferred Solution is bridge alignment Option E using Cross-section 4. The Town will be proceeding with the planning process based on that selection. We also wish to note that Preferred Solution is based on the understanding that the need for the vehicular bridge will be assessed over the next 30 years prior to the initiation of final design and construction.

The Town recognizes that there are other roadway priorities and will be addressing those needs on a priority basis and as available funding permits. However, the potential need for a new vehicular bridge crossing of the Nottawasaga River has been identified in previously completed traffic impact studies. As such, the Town is taking a proactive approach to the potential traffic issue by completing the planning process at an early stage. The Town fully recognizes that the potential traffic issue may not materialize in the future and it is the Town's intention to continue to complete traffic impact studies (every 5 years) to further assess the need for a new bridge. It should be noted that the Town's population could potentially double in the next 30 years and therefore, proactive planning is warranted.

We also wish to note that other possible bridge locations were reviewed and presented at a previous public information centre on May 22, 2013. Please refer to the Town's web site for this information.

If you have any questions or additional comments, please feel free to contact the undersigned.

Yours truly,

AINLEY & ASSOCIATES LIMITED

**Mike Neumann, P. Eng.
Vice President Transportation**

cc. Gerald Reu, CET, Town of Wasaga Beach



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November 5, 2014

File No. 112026

Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Phase 3 PIC Comments**

Dear Mr. [REDACTED]

We are responding on behalf of the Town of Wasaga Beach to your comments which were provided to us following the May, 29, 2014 Public Information Centre on the Nottawasaga River bridge crossing Schedule C Class Environmental Assessment currently being undertaken by the Town. We wish to thank you for taking the time to provide input into this planning process. Your comments will be included in the documentation for this project.

We wish to advise you that the Preferred Solution is bridge alignment Option E using Cross-section 4. The Town will be proceeding with the planning process based on that selection. We also wish to note that Preferred Solution is based on the understanding that the need for the vehicular bridge will be assessed over the next 30 years prior to the initiation of final design and construction.

In response to your concern, the multi-use bridge will be designed such that a groomer can pass over the structure.

Your request to have both bridges built within 5 to 10 years is not possible. Although the Town may consider building the multi-use bridge within a 10 year timeframe, the need for a new vehicular bridge must be studied further through completion of regular (every 5 years) traffic impact studies. In addition, the Town has many other infrastructure priorities that must be considered with respect to need and financial implications. Therefore, it is unlikely that the vehicular bridge will be constructed within a 30 year timeframe.

If you have any questions or additional comments, please feel free to contact the undersigned.

Yours truly,

AINLEY & ASSOCIATES LIMITED

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Vice President Transportation**

cc. Gerald Reu, CET, Town of Wasaga Beach



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Ref: **Town of Wasaga Beach
Class Environmental Assessment
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Phase 3 PIC Comments**

Dear Ms. 

We are responding on behalf of the Town of Wasaga Beach to your comments which were provided to us following the May, 29, 2014 Public Information Centre on the Nottawasaga River bridge crossing Schedule C Class Environmental Assessment currently being undertaken by the Town. We wish to thank you for taking the time to provide input into this planning process. Your comments will be included in the documentation for this project.

We wish to advise you that the Preferred Solution is bridge alignment Option E using Cross-section 4. The Town will be proceeding with the planning process based on that selection. We also wish to note that Preferred Solution is based on the understanding that the need for the vehicular bridge will be assessed over the next 30 years prior to the initiation of final design and construction.

Your request to have the multi-use bridge build as soon as possible will be assessed but we wish to note that the Town is considering building the multi-use bridge within a 10 year timeframe. The Town has many other infrastructure priorities that must be considered with respect to need and financial implications.

If you have any questions or additional comments, please feel free to contact the undersigned.

Yours truly,

AINLEY & ASSOCIATES LIMITED



**Mike Neumann, P. Eng.
Vice President Transportation**

cc. Gerald Reu, CET, Town of Wasaga Beach

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November 5, 2014

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Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Phase 3 PIC Comments**

Dear Mr. 

We are responding on behalf of the Town of Wasaga Beach to your comments which were provided to us following the May, 29, 2014 Public Information Centre on the Nottawasaga River bridge crossing Schedule C Class Environmental Assessment currently being undertaken by the Town. We wish to thank you for taking the time to provide input into this planning process. Your comments will be included in the documentation for this project.

We wish to advise that, based on origin/destination studies completed by the Town, it has been determined that the majority of commercial traffic entering Wasaga Beach is destined to locations within the Town. This information can be found in the River Road West Environmental Assessment Schedule C Documentation. Please refer to the Town's web site for more information.

The Town does address road repairs and the resurfacing of existing roads as part of its regular maintenance program. However, such maintenance does not address the issue of increased traffic as the Town grows.

A need for a Town by-pass road was studied as part of another planning study (East – West Transportation Route Study in 2008). It was determined that a future Town by-pass route is not warranted at this time and further that a by-pass will be available in the future when the County of Simcoe upgrades Nottawasaga Sideroad 27/28 and Concession 12. It was also reviewed as part of the River Road West environmental assessment, Schedule C, and it was confirmed that such a route was not warranted at this time. Please refer to the Town's web site for more information.

We wish to advise you that the Preferred Solution is bridge alignment Option E using Cross-section 4. The Town will be proceeding with the planning process based on that selection. We also wish to note that Preferred Solution is based on the understanding that the need for the vehicular bridge will be assessed over the next 30 years prior to the initiation of final design and construction.

If you have any questions or additional comments, please feel free to contact the undersigned.

Yours truly,

AINLEY & ASSOCIATES LIMITED



**Mike Neumann, P. Eng.
Vice President Transportation**

cc. Gerald Reu, CET, Town of Wasaga Beach

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November 5, 2014

File No. 112026



Ref: **Town of Wasaga Beach
Class Environmental Assessment
Nottawasaga River Bridge
Phase 3 PIC Comments**

Dear Mr. 

We are responding on behalf of the Town of Wasaga Beach to your comments which were provided to us following the May, 29, 2014 Public Information Centre on the Nottawasaga River bridge crossing Schedule C Class Environmental Assessment currently being undertaken by the Town. We wish to thank you for taking the time to provide input into this planning process. Your comments will be included in the documentation for this project.

We wish to advise you that the Preferred Solution is bridge alignment Option E using Cross-section 4. The Town will be proceeding with the planning process based on that selection. We also wish to note that Preferred Solution is based on the understanding that the need for the vehicular bridge will be assessed over the next 30 years prior to the initiation of final design and construction.

With respect to your request that compensation be considered for the possible loss of property value, we wish to note that many Class EA planning process are completed across the Province for a vast variety of projects. Under normal situations, compensation for loss of property value (or injurious affection as discussed with you at the public information centre on May 29, 2014) is not awarded. We note that actual construction of the proposed multi-use bridge is not anticipated to take place for approximately 10 years and that the construction of the vehicular bridge would likely not proceed for 30 years based on current traffic projections. These long term studies are typical for many Municipalities. However, the Town may give further consideration to your concern in the future if/when this Project moves forward.

If you have any questions or additional comments, please feel free to contact the undersigned.

Yours truly,

AINLEY & ASSOCIATES LIMITED



**Mike Neumann, P. Eng.
Vice President Transportation**

cc. Gerald Reu, CET, Town of Wasaga Beach

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November 5, 2014

File No. 112026



Ref: **Town of Wasaga Beach
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Dear Mr. and Mrs. 

We are responding on behalf of the Town of Wasaga Beach to your comments which were provided to us following the May, 29, 2014 Public Information Centre on the Nottawasaga River bridge crossing Schedule C Class Environmental Assessment currently being undertaken by the Town. We wish to thank you for taking the time to provide input into this planning process. Your comments will be included in the documentation for this project.

We wish to advise you that the Preferred Solution is bridge alignment Option E using Cross-section 4. The Town will be proceeding with the planning process based on that selection. We also wish to note that Preferred Solution is based on the understanding that the need for the vehicular bridge will be assessed over the next 30 years prior to the initiation of final design and construction.

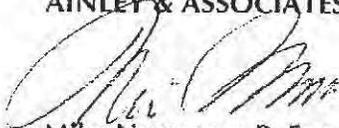
Alignment E was selected over Alignment F primarily due to the fact that traffic would be introduced into the existing 18th Street intersection, rather than having a second "T" type intersection on Mosley Street. A full intersection at 18th Street is considered to be safer and better for maintaining traffic flow.

We also wish to note that the use of snowmobiles within the Town limits is currently permitted and that there is a significant interest in maintaining such use (Wasaga Snowmobile Club). Therefore, the Town's intention is to provide a safer crossing of the Nottawasaga River for snowmobiles.

If you have any questions or additional comments, please feel free to contact the undersigned.

Yours truly,

AINLEY & ASSOCIATES LIMITED



**Mike Neumann, P. Eng.
Vice President Transportation**

cc. Gerald Reu, CET, Town of Wasaga Beach



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Ref: **Town of Wasaga Beach
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Dear Mr. 

We are responding on behalf of the Town of Wasaga Beach to your comments which were provided to us following the May, 29, 2014 Public Information Centre on the Nottawasaga River bridge crossing Schedule C Class Environmental Assessment currently being undertaken by the Town. We wish to thank you for taking the time to provide input into this planning process. Your comments will be included in the documentation for this project.

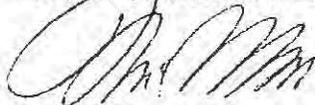
We wish to advise you that the Preferred Solution is bridge alignment Option E using Cross-section 4. The Town will be proceeding with the planning process based on that selection. We also wish to note that Preferred Solution is based on the understanding that the need for the vehicular bridge will be assessed over the next 30 years prior to the initiation of final design and construction.

Your request to have the multi-use (pedestrian) bridge build as soon as possible will be assessed but we wish to note that the Town is considering building the multi-use bridge within a 10 year timeframe. The Town has many other infrastructure priorities that must be considered with respect to need and financial implications.

If you have any questions or additional comments, please feel free to contact the undersigned.

Yours truly,

AINLEY & ASSOCIATES LIMITED



**Mike Neumann, P. Eng.
Vice President Transportation**

cc. Gerald Reu, CET, Town of Wasaga Beach

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Ref: **Town of Wasaga Beach
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Dear Mr. 

We are responding on behalf of the Town of Wasaga Beach to your comments which were provided to us following the May, 29, 2014 Public Information Centre on the Nottawasaga River bridge crossing Schedule C Class Environmental Assessment currently being undertaken by the Town. We wish to thank you for taking the time to provide input into this planning process. Your comments will be included in the documentation for this project.

We wish to advise you that roundabouts are being considered as an industry practice for evaluation as part of this Class EA. The benefits include:

- Less severe collisions
- Less waiting time as opposed to traffic signals
- Lower vehicular emissions from less idling

We wish to advise you that the Preferred Solution is bridge alignment Option E using Cross-section 4. The Town will be proceeding with the planning process based on that selection. We also wish to note that Preferred Solution is based on the understanding that the need for the vehicular bridge will be assessed over the next 30 years prior to the initiation of final design and construction.

If you have any questions or additional comments, please feel free to contact the undersigned.

Yours truly,

AINLEY & ASSOCIATES LIMITED



**Mike Neumann, P. Eng.
Vice President Transportation**

cc. Gerald Reu, CET, Town of Wasaga Beach

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CONTACT SUMMARY

Project: CLASS EA – NOTTAWASAGA RIVER BRIDGE

PROPERTY OWNER NAME & CONTACT INFO	DATE OF CONTACT	REPLY RECEIVED FROM NOTICE NOTES/DATES/ETC/	MAJOR ITEMS OF CONCERN COMMENTS	AAL'S RESPONSE & DATE
NOTICE OF COMMENCEMENT				
Kathleen Padub Chiefs of Ontario	Notice of Commencement – June 1, 2012	Email June 4, 2012	Not a First Nation for purposes of consulting on an EA	No response – removed from list
Rosi Zirger Ministry of Tourism, Culture & Sport 401 Bay Street, 171 Floor Toronto, ON, M7A 0A7 Rosi.Zirger@ontario.ca	Notice of Commencement – June 1, 2012	Email June 5, 2012	Interest in archaeological resources, built heritage resources and cultural heritage resources. Project has high archaeological potential. Recommend archaeological assessment.	No response
Chunmei Liu Environmental Assessment Coordinator Ministry of the Environment Chunmei.Liu@ontario.ca	Notice of Commencement – June 1, 2012	Email and letter – June 7, 2012	Ecosystem protection and restoration Waste materials and spills Provincial Policy Statement and Plans Mitigation and monitoring Surface water and groundwater Class EA process Dust and noise Aboriginal consultation Servicing and facilities	No response
[REDACTED]	Notice of Commencement – June 1, 2012	Email June 11, 2012	Asked to be added to mailing list	No response
Sean Peacock Network Manager Bell	Notice of Commencement – June 1, 2012	Email June 13, 2012	Interested in placing conduits in the bridge decking	No response
[REDACTED]	Notice of Commencement – June 1, 2012	Verbal request – June 18, 2012	Asked to be added to contact list	No response
Dr. Charles Gardner, MD CEO and Medical Officer of Health Simcoe Muskoka District Health Unit	Notice of Commencement – June 1, 2012	Letter dated June 22, 2012	Consider Health Unit Policies and healthy design principles found in "Healthy Community Design: Policy Statements for Official Plans"	No response
Amanda McLachlan District Planner MNR	Notice of Commencement – June 1, 2012	Email July 12, 2012	Interested in Species at Risk – Lake Sturgeon may require a permit under the Endangered Species Act.	No response
Dave Simpson Lands and Resources Communication Officer Alderville First Nations dsimpson@aldervillefirstnations.ca	Notice of Commencement – June 1, 2012	Letter June 13, 2012	Level 3 project – minimal impact to Alderville first nations rights Keep apprised of archaeological findings	No response
Patti Young Senior Planner, Nottawasaga Valley Conservation Authority pyoung@nvca.on.ca	Notice of Commencement – June 1, 2012	Email November 20, 2012	Lake Sturgeon – provincially rare species Small wetland needs to be protected NVCA will review development application re: increased flooding or erosion Hazards associated with ice jamming on new piers Minimize impact to eastern hog nosed snake and deer habitat – MNR mandate	
PHASE 2 PIC				
[REDACTED]	PIC Notice – May 9, 2013	May 14, 2013 Phone	Requested larger drawing. Requested that wife be added to contact list as a representative of the Georgian Triangle Real Estate Board (see below Comment Sheet)	[REDACTED] added to contact list. Drawing was provided
[REDACTED]	PIC Notice – May 9, 2013	May 14, 2013 Phone	Owns property in the area and has other properties listed so is interested in knowing what properties would be affected.	Spoke to [REDACTED] on the phone

PROPERTY OWNER NAME & CONTACT INFO	DATE OF CONTACT	REPLY RECEIVED FROM NOTICE NOTES/DATES/ETC/	MAJOR ITEMS OF CONCERN COMMENTS	AAL'S RESPONSE & DATE
<p>Tina Durand, Executive Secretary Huron Wendat Council 255 Place Chef Michel Laveau Wendake Quebec G0A 4V0 418-843-3767 tina.durand@crhwh.qc.ca</p>	<p>PIC Notice – May 9, 2013</p>	<p>Email May 13, 2013</p>	<p>All future correspondence to be sent to Ms. Line Gros-Louis, Family Chief at address noted. Emails can be sent to Ms. Durand. Delele Luc Laine and Heather Bastien from contact list.</p>	<p>No response</p>
<p>[REDACTED]</p>	<p>PIC Notice – May 9, 2013</p>	<p>May 15, 2013 Voicemail Message</p>	<p>He is appalled that consideration would be given to snowmobile traffic over bicycle traffic. Concerned about noise and pollution associated with snowmobiles</p>	<p>No response</p>
<p>[REDACTED]</p>	<p>PIC-Notice – May 9, 2013</p>	<p>May 16, 2013 Email</p>	<p>Requested to be added to mailing list. Option 1 is preferred No. 2 option is a "done deal" is probably the logical decision as it is the only viable alternate route in or out of town. Totally against another bridge. - Detrimental effect on wildlife - Detrimental effect on peaceful enjoyment of residential home - Increase in traffic, noise and vibration - Too close to other bridges (no need for three) - Town doesn't have money for this project (should try to attract businesses and hotels instead)</p>	<p>Added to contact list. No response</p>
<p>[REDACTED]</p>	<p>PIC-Notice – May 9, 2013</p>	<p>May 16, 2013 Email</p>	<p>Requested to be added to mailing list. Option 1 is preferred No. 2 option is a "done deal" is probably the logical decision as it is the only viable alternate route in or out of town. Totally against another bridge. - Detrimental effect on wildlife - Detrimental effect on peaceful enjoyment of residential home - Increase in traffic, noise and vibration - Too close to other bridges (no need for three) - Town doesn't have money for this project (should try to attract businesses and hotels instead)</p>	<p>Letter dated July 8, 2013</p>
<p>[REDACTED]</p>	<p>PIC-Notice – May 9, 2013</p>	<p>May 17, 2013 Phone</p>	<p>Wondered which properties would be affected.</p>	<p>Spoke to [REDACTED] on the phone</p>
<p>[REDACTED]</p>	<p>PIC-Notice – May 9, 2013</p>	<p>May 17, 2013 Email</p>	<p>Crossing may have potential impacts on species at risk including Lake Sturgeon, as well as Hognoose Snake Appropriate consideration and mitigation may be necessary during the construction. Wants to be kept informed.</p>	<p>Letter dated July 8, 2013</p>
<p>[REDACTED]</p>	<p>PIC-Notice – May 9, 2013</p>	<p>May 17, 2013 Email</p>	<p>Please add name to mailing list.</p>	<p>Added to contact list.</p>
<p>Rosi Zinger Ministry of Tourism, Culture & Sport 401 Bay Street, 17th Floor Toronto, ON, M7A 0A7 Rosi.Zinger@ontario.ca</p>	<p>PIC-Notice – May 9, 2013</p>	<p>May 17, 2013 Email</p>	<p>Has interest in conservation of cultural heritage including archaeological resources, built heritage resources and cultural heritage landscapes. Wants PIC Boards</p>	<p>PIC boards on web site Letter dated July 8, 2013</p>
<p>[REDACTED]</p>	<p>PIC Notice – May 9, 2013</p>	<p>Email May 23, 2013</p>	<p>Owms property at 14th St. Which 5 properties would be required? Every option will add traffic, noise and pollution to the spit area.</p>	<p>Email response dated June 5 2013 identified properties and noted that Option 4 was not Recommended. Letter dated July 8, 2013</p>
<p>[REDACTED]</p>	<p>PIC-Notice – May 9, 2013</p>	<p>Comment sheet received by email June 2, 2013 May 23, 2013 Email</p>	<p>Location appears to be favourable from a transportation network perspective. Significant aquatic and terrestrial habitat impacts or losses could be recreated elsewhere, but no field work completed. Public safety (pedestrian & cyclists & seasonal drivers) not taken into consideration – long standing safety issues in Mosley & 18th St. area. Public safety and signage needs to be addressed around the proposed area. Possible round-about could be an option to provide safety movement patterns. Property that is for sale around in the vicinity of the sites should be purchased by the Town now in preparation of the new bridge. In the interim traffic safety measures in the local area should be taken into consideration. Request to be kept informed of next PIC (August).</p>	<p>No response Already on contact list.</p>

PROPERTY OWNER NAME & CONTACT INFO	DATE OF CONTACT	REPLY RECEIVED FROM NOTICE NOTES/DATES/ETC/	MAJOR ITEMS OF CONCERN COMMENTS	AAL'S RESPONSE & DATE
[REDACTED]	PIC-Notice – May 9, 2013	May 21, 2013 Email	Some residences never go on the market but remain in the family. Concerned that weekday meetings are designed at someone else's convenience. Wants to know when bridge will be built.	Letter dated July 2013
[REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	Terrible idea. Pedestrian bridge maybe. Leads into a land locked area. Will add more traffic to area. Please add to contact list.	Letter Dated July 8, 2013 Added to contact list.
[REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	Opposed to 3 rd bridge, anytime within 15 years Pedestrian bridge okay. Widen River Road and Schoonertown Bridge first. Please keep informed.	Letter dated July 8, 2013 Already on contact list.
[REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	Go with Option 1 – Traffic has decreased since living here for 30 years. Please keep informed.	Added to contact list. Letter dated July 8, 2013 Already on contact list.
[REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	Totally agree with Option 2 – do not wait 30 years. Please keep informed.	Letter dated July 8, 2013 Added to contact list.
[REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	Don't spend money on bridge study. Waste of taxpayers' money. Fix roads. Improve look of streets. Fill Beach 1 with businesses. Encourage business to come. Study is far too far into the future, which will scare people from buying, selling or improving their property. Session was poorly set-up. Info should be on the internet. Need a question and answer session. Bridge will not solve traffic congestion. Traffic counting does not show where they will go, they should be moved out of central area. Please keep informed.	Letter dated July 8, 2013
[REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	Glad 16 th Street option is not favoured. Please keep informed.	Added to contact list. Letter dated July 8, 2013 Added to contact list.
[REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	Option 2 is best choice. Please keep informed.	Letter dated July 8, 2013 Already on contact list.
[REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	Long and costly process but is a must in order for growth to take place. Capital Cost (land cost) is always a factor. Option 2 is the one to consider. Entire south part of Wasaga will have easy access to the beach. This bridge in Option 2 location will have no impact on land development.	Added to contact list. Letter dated July 8, 2013
[REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	There is a need for a traffic bridge at 18 th & Power Line Road to relieve traffic coming into and leaving Beach. Needed for many years. Please keep informed	Letter dated July 8, 2013 Already on contact list.

PROPERTY OWNER NAME & CONTACT INFO	DATE OF CONTACT	REPLY RECEIVED FROM NOTICE NOTES/DATES/ETC/	MAJOR ITEMS OF CONCERN COMMENTS	AAL'S RESPONSE & DATE
[REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	Would like copy of material presented at PIC. A website or address would be preferred as most residents are weekend only. Most residents are weekend only, a mass mailing of material would help or web site. Please keep informed.	PIC Material on web site Letter dated July 8, 2013 Already added to contact list.
[REDACTED]	PIC-Notice – May 9, 2013	May 22, 2013 Comment Sheet	In favour of bridge for snowmobiles, walking and bikes. If traffic bridge necessary Option 2 is the best choice. Please keep informed.	Letter dated July 8, 2013 Already on contact list.
[REDACTED]	May 9, 2013	Postmarked May 21, 2013	Favours Option 1 – Do Nothing.	No response
[REDACTED]	May 28, 2013	Email May 28, 2013	Requests that be kept informed. Please add email address to contact information.	Added to contact list. No response
[REDACTED]	PIC Notice – May 9, 2013	Comment sheet received June 3, 2013 by email	Owns 795 Mosley St. property Does not believe that 3 rd bridge is necessary now or in the future. Natural untouched land will be destroyed. South side of River at Powerline Rd is home to unique wildlife. Build Schoonertown bridge widening first and assess traffic to confirm need for third bridge. Stop all planning now and determine if there is better justification in the future.	Letter dated July 8, 2013
Aboriginal Affairs and Northern Development Canada Gatineau, QC K1A 0H4 CALULUCA@aandc-aandc.gc.ca	PIC Notice – May 9, 2013	Email dated June 5, 2013	Omit AANDC officials from this Class EA	No response
[REDACTED]	PIC Notice – May 9, 2013	Email dated June 11, 2013	Owns 23 Dunkerron Wants PIC information	No response
[REDACTED]	PIC Notice – May 9, 2013 Neighbour advised	Email dated August 12, 2013	Owns property on 16 th street. Option 1 is preferred but Option 2 is best for actual crossing. Roundabout at Main Beach area 1, 2 and 3 causes grid lock – should look into. No lights at Walmart. Look into intersection at McDonalds. Traffic has decreased in last few years.	No response
Patti Young Senior Planner NVCA pyoung@nvca.on.ca	PIC Notice – May 9, 2013	Email July 8, 2013	Acknowledges Preferred Option as being Option 2 – Powerline Road Site Worst from environmental perspective but best option to address other criteria Concerns with fisheries and hazards and also impacts to wetlands must be avoided as much as possible NVCA Permits would be required	No response
[REDACTED]	PIC Notice – May 9, 2013	Email August 10, 2013	Asked for information and to be advised of any upcoming meetings	No response Added to contact list
[REDACTED]	PIC Notice – May 9, 2013	Email May 28, 2013	Salesman suggesting composite bridge technology	No response

PROPERTY OWNER NAME & CONTACT INFO	DATE OF CONTACT	REPLY RECEIVED FROM NOTICE NOTES/DATES/ETC/	MAJOR ITEMS OF CONCERN COMMENTS	AAL'S RESPONSE & DATE
PHASE 3 PIC				
Dave Simpson Communications Officer Alderville First Nation 11696 Second Line, Box 46 Roseneath, ON, K0K 2X0	PIC Notice - May 9, 2014	Email dated May 28, 2014	Proposed project is deemed a level 3, having minimal potential to impact the First Nations' rights but please keep apprised of any archaeological findings, burial sites or environmental impacts.	No response
[REDACTED]	PIC Notice - May 9, 2014	May 29, 2014 Comment Sheet	Separate pedestrian bridge (& bicycles) as per alignment F is desirable Promoting in-town use of snow mobiles is strongly undesirable and goes counter to active (human powered) lifestyle (noise, pollution, and runs counter to an image of a healthy community.	Letter dated November 5, 2014
Wasaga Snowmobile Club [REDACTED]	PIC Notice May 9, 2014	May 29, 2014 Comment Sheet	Alignment Option E. Cross-section Option 4 seems to be the best fit. The multi-use portion for pedestrians, bikers and snowmobiles should be built to support a groomer so as to maintain the crossing in Winter. This bridge and the automobile bridge should be built ASAP within 5 – 10 years.	Letter dated November 5, 2014
[REDACTED]	PIC Notice May 9, 2014	May 29, 2014 Comment Sheet	Increasing road sizes and accesses including bridging are detrimental to the beach area. All that is increasing is "thru" traffic, commercial mostly. By making it easier to travel thru Wasaga will only be negative. Wasaga Should be resort and kept as is other than rebuilding the downtown area. Increase commercial travel on RRW will have a huge environmental impact on the river and therefore the bay. Vehicle emissions, petrol, diesel will be carried by storm water into a valuable resource. Any road improvement should be kept to a minimum. Repair and resurface existing only. A bypass should be constructed for the thru traffic. Signs should be placed on RRW "No Heavy Trucks, local deliveries only". You would feel the same if walked down RRW when 18 wheelers with pup trailers barge thru.	Letter dated November 5, 2014
[REDACTED]	PIC Notice May 9, 2014	May 29, 2014 Comment Sheet	Please no more roundabouts. Been living in this direct area for over 50 years and look forward to seeing this move forward. Powerline is no longer a secret and is becoming a major way to get into and out of the beach. Environmental issues need to be recognized but are quite do-able.	Letter dated November 5, 2014
Wasaga Snowmobile Club [REDACTED]	PIC Notice May 9, 2014	May 29, 2014 Comment Sheet	Would like to see the pedestrian/multi use bridge done ASAP to provide access for emergency vehicles/pedestrians/hikers, snowmobilers access to the other side of the river and beachfront.	Letter dated November 5, 2014
[REDACTED]	PIC Notice May 9, 2014	May 29, 2014 Comment Sheet	Pedestrian bridge needed ASAP. Residents of Wasaga Beach on River Rd. side of Nottawasaga River would have safer access to beach – walking, biking etc.	Letter dated November 5, 2014
[REDACTED]	PIC Notice May 9, 2014	May 29, 2014 Comment Sheet Emailed June 3, 2014	In favour of option F with a separate active transportation bridge from the traffic bridge. Hopefully it will be built sooner than the traffic bridge.	Letter dated November 5, 2014
Hiawatha First Nation 123 Paudash Street Hiawatha, ON, L9T 0E6	PIC Notice May 9, 2014	May 14, 2014 Letter	Proposed project is deemed to have no impact on the Hiawatha FN traditional territory or rights but please keep apprised of any archaeological findings, burial sites or environmental impacts. Please forward any archaeological reports to Hiawatha FN. Please continue to keep FN informed.	No Response

PROPERTY OWNER NAME & CONTACT INFO	DATE OF CONTACT	REPLY RECEIVED FROM NOTICE NOTES/DATES/ETC/	MAJOR ITEMS OF CONCERN COMMENTS	AAL'S RESPONSE & DATE
<p>[REDACTED]</p>	<p>PIC Notice May 9, 2014</p>	<p>May 29, 2014 Comment Sheet received June 11, 2014</p>	<p>Does not object to the project but is very concerned that it has already been announced publicly that the preferred location for the bridge is approximately 12 feet from his property line and has already affected the value of the property (see letters from Remax and Royal LePage) a decrease of approximately 20-25%. Could a willing buyer even get a mortgage? Concerns about noise, garbage, safety, loss of view and enjoyment of backyard and pool area all would be compounded by a complete loss of view up river and boating potential. There is a legal obligation to disclose this information to prospective buyers. This property was built as investment and retirement. Investment has negatively been affected by the announcement. Feels that the Town should be compensative for the loss or buy the property now and possibly rent it back to him. Open to other ideas of fair compensation. Wants this worked out simply without legal actions. Will be contacting MPAC for re-assessment because he shouldn't be paying high taxes on a property that has been negatively affected by Wasaga Beach long term planning.</p>	<p>Letter dated November 5, 2014</p>
<p>Chris Hibberd, MCJP, RPP Director of Planning Nottawasaga Valley Conservation Authority 8195 Concession 8th Line Utopia, ON L0M 1T0 chibberd@nvca.on.ca</p>	<p>PIC Notice May 9, 2014</p>	<p>Email dated June 11, 2014</p>	<p>Asks how far along is the design? Notes that at the preliminary design stage, NVCA would be looking for: <ul style="list-style-type: none"> - Hydraulic model showing there is no backup that would aggravate upstream flooding up to the "Regulatory" flow. - If possible, a clear span to avoid centre pier which would restrict ice movement - Study outlining key natural heritage features in the study area and the potential for impact with mitigation measures. In particular, the impact to the riverine wetland is to be minimized with consideration of wetland enhancement elsewhere. </p>	<p>Email response dated June 11, 2014 noting that design has not been initiated since the timing is a 30 year horizon. Also that all of the NVCA requirements can be documented in the ESR, as future detail design requirements. Clear span was investigated and would be very costly (cable stay or suspension bridge). Therefore, piers are needed and the impacts will be reviewed as part of the design.</p>
<p>Corwin Troje Manager, Consultation Unit Aboriginal Relations and Ministry Partnerships Division Ministry of Aboriginal Affairs 160 Bloor St. East, 9th Floor Toronto, ON, M7A 2E6</p>	<p>PIC Notice May 9, 2014</p>	<p>Letter dated June 4, 2014</p>	<p>Suggests First Nations Contacts</p>	<p>No Response</p>
<p>[REDACTED]</p>	<p>PIC Notice May 9, 2014</p>	<p>Letter dated May 15, 2014</p>	<p>Resident responded by letter to say that the Project "...is a waste of taxpayer's money. There are many other projects that could improve traffic conditions..." Suggested widening Old Mosley St. and making Shore Lane a continuous east-west route.</p>	<p>Letter dated November 5, 2014</p>

S:\11\2026\Working Files\Cumulative Correspondence\Property Owner Contact Summary.docx

Title	First Name	Last Name	Title	Agency	Department	Address 1	Address 2	City, Prov.	Postal Code
Ms.	Jessie	Saunders	Litigation Team Leader	Litigation Portfolio Operations East		1439/26 Eddy Street		Gatineau, QC	K1A 0H4
Mr.	Glenn	Seibert	Aboriginal Affairs and Northern Development	Aboriginal Affairs and Northern Development		26 St. Clair Avenue, West		Toronto, ON	M4T 1M2
Mr.	Marc-André	Milare	Litigation Team Leader for Ontario	Aboriginal Affairs and Northern Development		10 Wellington St.		Gatineau, QC	K1A 0H4
Mr.	Jonathan	Allan	Litigation Team Leader for Ontario	Aboriginal Affairs and Northern Development		1439/26 Eddy Street		Gatineau, QC	K1A 0H4
Mr.	Kevin	Boswell	Team Leader	Aboriginal Affairs and Northern Development		Room 1310		Gatineau, QC	K1A 0H4
Mr.	Don	Clement	Senior Claims Analyst	Aboriginal Affairs and Northern Development		10 Wellington St.		Gatineau, QC	K1A 0H4
Mr.	Tom	Fowles	ADirector	Aboriginal Affairs and Northern Development		10 Wellington St.		Gatineau, QC	K1A 0H4
Ms.	Janet	Townsend	AClaims Analyst Ontario Team	Aboriginal Affairs and Northern Development		10 Wellington St.		Gatineau, QC	K1A 0H4
Ms.	Guy	Morin	Policy Analyst	Aboriginal Affairs and Northern Development		10 Wellington St.		Gatineau, QC	K1A 0H4
Mr.	Daniel	Johnson	Consultation and Accommodation Unit	Aboriginal Affairs and Northern Development		10 Wellington St.		Gatineau, QC	K1A 0H4
Mr.	Stuart	Johnson	Policy Analyst	Aboriginal Affairs and Northern Development		25 St. Patrick Street		Gatineau, QC	K1A 0H4
Mr.	Stuart	Johnson	Manager, Assessment & Historical Research	Aboriginal Affairs and Northern Development		8th Floor		Gatineau, QC	K1A 0H4
Chief	James	R. Marsden	Beauvallet First Nations	Beauvallet First Nations		Box 46		Rosemeath, ON	K0K 2X0
Chief	Roland	Monaque, Jr.	Chiefs of Ontario	Chiefs of Ontario		1-0-Gema Street		Christian Island, ON	L0K 1C0
Mr.	Colin	Bonnell	Chiefs of Ontario	Chiefs of Ontario		136 Bayfield Street		Barrie, ON	L4M 3B1
Chief	Donna	Scott	Chippewas of Georgina Island	Chippewas of Georgina Island		Floor 2		Toronto, ON	M5V 2H1
Chief	Lea	Big Canoe	Chippewas of Nawash First Nation	Chippewas of Nawash First Nation		Suite 804		Toronto, ON	L0E 1R0
Mr.	Mark	Wood	County of Simcoe	County of Simcoe		RR#2		Warton, ON	N0P2T0
Mr.	Stenda	Clark	County of Simcoe	County of Simcoe		R.R. 5		Warton, ON	N0P2T0
Mr.	David	Paris	County of Simcoe	County of Simcoe		110 Highway #26		Midhurst, ON	L0L 1X0
Ms.	Debbie	Kondrak	County of Simcoe	County of Simcoe		110 Highway #26		Midhurst, ON	L0L 1X0
Mr.	Nathan	Westendorp	County of Simcoe	County of Simcoe		110 Highway #26		Midhurst, ON	L0L 1X0
Chief	Keith	Kocott	Curve Lake First Nation	Curve Lake First Nation		110 Highway #26		Midhurst, ON	L0L 1X0
Ms.	Emily	Morton	Dept. of Fisheries & Oceans	Dept. of Fisheries & Oceans		867 Lakeshore Road, Box 5050		Burlington, ON	L7R 4A6
Ms.	Jennifer	Cooper	Environment Canada	Environment Canada		867 Lakeshore Rd.		Burlington, ON	L7R 4A6
Ms.	Shella	Allan	Environment Canada	Environment Canada		Box 5350		Burlington, ON	L7R 4A6
Ms.	Alain	Vallee	Environment Canada	Environment Canada		Box 200		Burlington, ON	L7R 4A6
Ms.	Alain	Vallee	Environment Canada	Environment Canada		305 Church Street		Burlington, ON	L7R 4A6
Chief	Laurie	Carf	Hawthorn First Nations	Hawthorn First Nations		R.R. #2		Kenna, ON	K0L 2S0
Ms.	Heather	Baselin	Huron Wendat Council	Huron Wendat Council		255 Place Michel Leveau		Wendake, QC	G0A 4V0
Mr.	Luc	Lainé	Huron Wendat Council	Huron Wendat Council		255 Place Michel Leveau		Wendake, QC	G0A 4V0
Mr.	Adam	Reedish	Infrastructure Ontario	Infrastructure Ontario		777 Bay Street		Toronto, ON	M5G 2E5
Mr.	James W.	Magar	Meis Nation of Ontario - Head Office	Meis Nation of Ontario		Suite 425		Toronto, ON	M5G 2E5
Ms.	Wendy	Connet	Ministry of Aboriginal Affairs	Aboriginal and Ministry Relationships Branch		Unit 222		Toronto, ON	M5A 2P9
Ms.	Francis	Lavoie	Ministry of Aboriginal Affairs	Aboriginal and Ministry Relationships Branch		500 Old St. Patrick St.		Ottawa, ON	K1N 9S4
Ms.	Marion	Rubakov	Ministry of Aboriginal Affairs	Aboriginal and Ministry Relationships Branch		3rd Floor		Toronto, ON	M7A 2E8
Ms.	Pam	Whitson	Ministry of Aboriginal Affairs	Aboriginal and Ministry Relationships Branch		4th Floor		Toronto, ON	M5G 2K1
Mr.	Marin	Boh	Ministry of Aboriginal Affairs	Aboriginal and Ministry Relationships Branch		4th Floor		Toronto, ON	M7A 2E8
Mr.	Valentin	Vahites	Ministry of Agriculture Food & Rural Affairs	Economic Dev. Div., Rural Community Dev. Br.		4th Floor		Guelph, ON	N1G 4Y2
Mr.	David	Adamsly	Ministry of Business Consultant	Barrie District Office		R.R.#3, 95 Dundas St.		Brighton, ON	K0K 1H0
Ms.	Cindy	Flood	Ministry of Environment	Barrie District Office		2284 Nursery Road		Midhurst, ON	L0L 1X0
Mr.	Daniel	Dolique	Ministry of Environment	Barrie District Office		94 Cedar Pointe Drive		Barrie, ON	L4N 9R7
Mr.	Don	Or	Ministry of Environment - Central Region	Barrie District Office		5775 Yonge St. 9th Fl.		Toronto, ON	M2M 4J1
Ms.	Sharmel	Sud	Ministry of Environment - Central Region	Barrie District Office		5775 Yonge St. 9th Fl.		Toronto, ON	M2M 4J1
Ms.	Sharmel	Sud	EA and Planning Coordinator	Barrie District Office		400 University Ave.		Toronto, ON	M7A 1T7
Mr.	Tim	Hallenby	Manager, Planning Projects	Municipal Services Office - Central Ontario		14th Floor		Toronto, ON	M5G 2E5
Ms.	Christie	Hallenby	Manager, Community Planning & Development	Municipal Services Office - Central Ontario		2nd Floor		Toronto, ON	M5G 2E5
Ms.	Alexandra	Gonzalez	Senior Planner (Acting)	Central Region Office		2nd Floor		Toronto, ON	M5G 2E5
Mr.	Clifford	Lyons	Resources Technician	Central Region Office		2nd Floor		Toronto, ON	M5G 2E5
Mr.	Grant	VanKoughnett	Area Biologist	Midhurst District Office		2284 Nursery Road		Midhurst, ON	L0L 1X0
Mr.	Mark	Storeman	District Manager	Midhurst District Office		2284 Nursery Road		Midhurst, ON	L0L 1X0
Ms.	Camilla	McClellan	Regional Advisor	Midhurst District Office		2284 Nursery Road		Midhurst, ON	L0L 1X0
Ms.	Christine	McClellan	Regional Advisor	Midhurst District Office		2284 Nursery Road		Midhurst, ON	L0L 1X0
Ms.	Paula	Kulpa	Acting Manager	Simcoe Regional Office		2284 Nursery Road		Midhurst, ON	L0L 1X0
Ms.	Tom	Chazan	Acting Manager	Simcoe Regional Office		2284 Nursery Road		Midhurst, ON	L0L 1X0
Ms.	Penny	Young	Heritage Planner	Simcoe Regional Office		2284 Nursery Road		Midhurst, ON	L0L 1X0
Ms.	Greg	Stewart	Regional Advisor	Simcoe Regional Office		2284 Nursery Road		Midhurst, ON	L0L 1X0
Ms.	Shelley	Gray	Consultation Coordinator	Simcoe Regional Office		2284 Nursery Road		Midhurst, ON	L0L 1X0
Chief	Tracy	Saunter	President	Simcoe Regional Office		P.O. Box 4		Rosemeath, ON	K0K 2X0
Mr.	Richard	Saunders	Director	Simcoe Regional Office		R.R.#5		Rosemeath, ON	K0K 2X0
Mr.	Chris	Hilbard	Director, Planning Services	Simcoe Regional Office		Box 386		Rosemeath, ON	K0K 2X0
Mr.	Glenn	Switzer	Director of Engineering	Simcoe Regional Office		Box 386		Rosemeath, ON	K0K 2X0
Mr.	Wayne	Wilson	CAO	Simcoe Regional Office		Box 386		Rosemeath, ON	K0K 2X0
Mr.	Berter	Jeffrey	Senior Policy Analyst	Simcoe Regional Office		Box 386		Rosemeath, ON	K0K 2X0
Ms.	Wanda	McGonigle	Senior Policy Analyst	Simcoe Regional Office		Box 386		Rosemeath, ON	K0K 2X0
Mr.	Wayne	White	Ontario Clean Water Agency	Ontario Clean Water Agency		100 Woodland Drive		Wasaga Beach, ON	N9Z 2V4
Ms.	Sharon	Storman	Ontario Provincial Police	Ontario Provincial Police		1000 River Road West		Wasaga Beach, ON	N9Z 2V4
Mr.	Wayne	White	Ontario Provincial Police	Ontario Provincial Police		1000 River Road West		Wasaga Beach, ON	N9Z 2V4
Chief	Richard	Kahage	Director	Simcoe County District Health Unit		15 Speeding Drive		Barrie, ON	L4M 6K9

Title	First Name	Last Name	Title	Agency	Department	Address 1	Address 2	City, Prov.	Postal Code
Dr.	Charles	Sardor	Chief Medical Officer	Simcoe County District Health Unit		16 Spadina Drive		Wasaga Beach, ON	L4M 6K3
Ms.	Holly	Spaack	Planning Officer	Simcoe County District School Board		1170 Highway #26		Midhurst, ON	L0L 1X0
Ms.	Rick	Hosse	Central Main Supervisor	Simcoe County District School Board		Box 144		Midhurst, ON	L0L 1X0
Ms.	Hellen	Coutts	President	Simcoe County Historical Association		1110 Highway #26		Barrie, ON	L4M 4S9
Mr.	Andrew	Robert	Director and Chief	Simcoe County Paramedic Services		64 Cedar Pointe Drive		Midhurst, ON	L0L 1X0
Ms.	Jennifer	Sharpe	Senior Planner (Acting)	Simcoe Muskoka Catholic District School Board		46 Alliance Blvd.	Unit 1403	Barrie, ON	L4M 5R7
Ms.	Ray	Kelles	Manager of Planning & Development	Town of Wasaga Beach		30 Lewis Street		Wasaga Beach, ON	L9Z 1A1
Ms.	Tyler	Mindson	Clerk	Town of Wasaga Beach		30 Lewis Street		Wasaga Beach, ON	L9Z 1A1
Mr.	Leon	McMillan	Director of Public Works	Town of Wasaga Beach		30 Lewis Street		Wasaga Beach, ON	L9Z 1A1
Mr.	Mary	Reid	Manager	Town of Wasaga Beach		30 Lewis Street		Wasaga Beach, ON	L9Z 1A1
Mr.	George	Varibonocneur	Manager, Parks and Recreation	Town of Wasaga Beach		30 Lewis Street		Wasaga Beach, ON	L9Z 1A1
Ms.	Monique	Moussseau	Environmental Coordinator - Navigable Water	Transport Canada		4900 Yonge Street		Wasaga Beach, ON	L8Z 1A1
Ms.	John	Fisher	Regional Manager, Environmental Affairs	Whitby Mohawk		2664 Muskoka Rd. 38	Suite 300	Toronto, ON	M2N 6A5
Mr.	Ron	Wheaton	Park Superintendent	Wasaga Beach Provincial Park (MNR)		11*22nd Street, North	Box 260	Bell, ON	P0C 1A0
Mr.	Paul	Trace	Manager Planning & Technical Services	Wasaga Distribution		P.O. Box 57		Wasaga Beach, ON	L9Z 2V9
Chief	Robert	Faboudjoug St.	Manager Planning & Technical Services	Wasaga Distribution		890 River Road West		Wasaga Beach, ON	L9Z 2R6
Ms.	Genevieve	Sanderson	Coordinator	Williams Treaties First Nations		P.O. Box 230		Parry Sound, ON	L4M 2J7
						Greenbank Court		Wasaga Beach, ON	L9Z 1A4
							UNIT 2	Wasaga Beach, ON	L9Z 2K3
								CONCORD, ON	L4K 4A5
								KINCARDINE, ON	N2Z 2X6
								BRAMPTON, ON	L6M1X3
								Wasaga Beach, ON	L9Z 2X5
								Wasaga Beach, ON	L9Z 2H8
								Wasaga Beach, ON	L9Z 2S3
								Wasaga Beach, ON	L9Z 2R6
								Wasaga Beach, ON	L9Z 0E9
								BOLTON, ON	L7E1S5
								Wasaga Beach, ON	L9Z 2J5
								COLLINGWOOD, ON	L9Y 3C4
								Wasaga Beach, ON	L9Z 2J4
								VAUGHAN, ON	L4L 7T8
								Wasaga Beach, ON	L9Z 1A4
								Wasaga Beach, ON	L9Z 2S2
								Wasaga Beach, ON	L9Z 2R6
								Wasaga Beach, ON	L9Z 2S5
								Wasaga Beach, ON	L9Z 2X5
								Wasaga Beach, ON	L9Z 2V9
								BRAMPTON, ON	L6M 1H7
								Wasaga Beach, ON	L9Z 2H8
								Wasaga Beach, ON	L9Z 2J4
								WOODBRIDGE, ON	L4L 1S2
								Wasaga Beach, ON	L9Z 1A3
								Wasaga Beach, ON	L9Z 2M8
								Wasaga Beach, ON	L9Z 2S3
								Wasaga Beach, ON	L9Z 2V9
								ETOBICOKE, ON	M9A 4T3
								MESSISSAUGA, ON	L4W5L2
								MESSISSAUGA, ON	L5L 4K7
								GLEN WILLIAMS, ON	L7G 3S9
								Wasaga Beach, ON	L9Z 2S3
								TORONTO, ON	M4T 1H8
								Wasaga Beach, ON	L9Z 2S3
								Wasaga Beach, ON	L9Z 2S3
								MARKHAM, ON	L3P 2M4
								NORTH YORK, ON	M3N1E4
								Wasaga Beach, ON	L9Z 2W5
								WOODBRIDGE, ON	L4L 3E5
								Wasaga Beach, ON	L9Z 2M4
								Wasaga Beach, ON	L9Z 2M4
								STONEY GREEK, ON	L8E 4T4
								NORTH YORK, ON	M6L 1P4
								KING CITY, ON	L7B 1K4
								Wasaga Beach, ON	L9Z 2S2
								Wasaga Beach, ON	L9Z 2S3
								THORNHILL, ON	L4J 2V7
								Wasaga Beach, ON	L9Z 2W5
								Wasaga Beach, ON	L9Z 2M4
								Wasaga Beach, ON	L9Z 2M4
								Wasaga Beach, ON	L9Z 2V9
								MESSISSAUGA, ON	L5R 3A9
								WESTON, ON	M9P 2X4
								Wasaga Beach, ON	L9Z 2M4
								Wasaga Beach, ON	L4L 6J2

Appendix J

Notice of Completion



**TOWN OF WASAGA BEACH
CLASS ENVIRONMENTAL ASSESSMENT
NOTTAWASAGA RIVER BRIDGE
NOTICE OF COMPLETION OF ENVIRONMENTAL STUDY REPORT**

In order to address anticipated future traffic issues, the Town of Wasaga Beach will continue to consider long range planning (beyond the normal ten to twenty year planning forecast) for the possible future construction of a new bridge crossing the Nottawasaga River. The Planning Process has identified and evaluated bridge design options (cross-sections and alignments) related to a crossing in the vicinity of the Powerline Road/18th Street area. Cross-section Option # 4 has been selected as the Preferred Solution. That Option involves the future construction of two, 4.75 m wide lanes on a vehicular bridge to be considered in 30 years, and a separate 3.0 m wide multi-purpose bridge to be considered in 10 years and/or as warranted by Council for active transportation connectivity.

It is recommended that Option E be selected as the Preferred Solution for the alignment of the two bridges. This involves realigning the Powerline Road/River Road West intersection such that a bridge can be built in a straight alignment directly to 18th Street.

This Project was planned as a Schedule C project under the Municipal Class Environmental Assessment. A Draft Environmental Study Report has been prepared and by this Notice is being placed in the public record for review. Subject to comments received as a result of this Notice and the receipt of necessary approvals, the Town intends to proceed with future consideration for the design and construction of the two bridges when warranted by traffic volumes.

The Draft Environmental Study Report is available for review (not removal) at the following locations:

Town Office, 30 Lewis Street
Wasaga Beach
Mon – Fri: 9:00 am – 4:30 pm
Tel: 705-429-3844

Municipal Library, 150 Glenwood Dr.
Wasaga Beach
Tues – Thurs: 10:00 am – 8:00 pm
Fri – Sat: 10:00 am – 4:00 pm, Sun: noon – 4:00 pm

Further information may be obtained from the Town's consultants, Ainley & Associates Limited at the address provided below.

Please provide written comment to the Town's Manager of Engineering Services at the address provided below within 30 calendar days from the date of this Notice. If concerns regarding this project cannot be resolved in discussion with the Town, a person may request that the Minister of the Environment make an order of the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which addresses individual environmental assessments. Requests must be received by the Minister of the Environment and Climate Change at 77 Wellesley St. West, 11th Floor, Toronto, Ontario, M7A 2T5. A copy of the request must also be sent to the Town's Manager of Engineering Services. If no request is received by April 26th, 2015, the Nottawasaga River Bridge project will be considered for future design and construction as warranted by Council for active transportation connectivity.

This notice was originally issued March 26, 2015. The review period is until April 26, 2015.

Mr. Michael Pincivero, P.Eng.
Manager of Engineering Services,
RMO/RMI
Wasaga Beach Public Works
30 Lewis Street
Wasaga Beach, Ontario
L9Z 1A1
Tel: (705) 429-2540
Fax: (705) 429-8226
Email: pwengineer@wasagabeach.com

Mr. Mike Neumann, P.Eng.
Vice President, Transportation
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario
L9Y 4J5
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