

**IAA Designation Request – Bradford Bypass (BBP) – List of Questions for MTO to Respond to IAAC**

Ref.	Information Request	Due by	Lead	MTO Response		
Request 1, Q1	Latitude and longitude of appropriate location points for the endpoints of the preferred route alignment.	Feb 17	Project Team	Co-ordinates included are from the Highway 400 centerline to the Highway 404 centerline along the Bradford By-Pass centerline using the MTM coordinate system (MTM Zone 10 CSRS NAD 83):		
				<b>Location Reference</b>	<b>Latitude</b>	<b>Longitude</b>
				<b>West Limits @ Highway 400</b>	44° 07' 2.852"N	79° 38' 6.854"W
				<b>East Limits @ Highway 404</b>	44° 09' 19.451"N	79° 26' 30.007"W
Request 1, Q2	Any recent, relevant project documents so the Agency can begin its review of the Project.	Feb 17	Project Team	<p>The following project documents that are publicly available are being provided so the Agency can begin its review:</p> <p><b>Route Planning and Individual Environmental Assessment Study (1992 – 1997)</b></p> <p>An Environmental Assessment Report (1997) was completed and documented the environmental assessment process for the route selection, right-of-way designation and future commitments for the Highway 400-Highway 404 Link. A Notice of Approval to proceed with the undertaking was issued by the Minister of Environment and Energy on August 28, 2002. A total of 15 conditions were issued as part of the approvals process.</p> <p><b>Route Planning Study</b></p> <p>The original route planning study addressed several transportation problems which were identified in the northern part of York Region and southeastern Simcoe County. The identified problems were related to the Ministry’s mandate to provide for the safe, efficient movement of people and goods between regions and between urban areas.</p> <p>The analysis of municipal development plans indicated that there will be a continuation of dramatic growth in travel demand, which has been characteristic of York Region and Simcoe County for many years. This growth continues to contribute to congestion on key east-west roadways linking Highway 400 to the extension of Highway 404. At the time of the route planning study and EA, the approved plans to upgrade regional roads were only expected to accommodate a fraction of this travel demand. Alternative transportation solutions to regional road widening alone is therefore warranted. As part of the Route Planning and EA study, key problems considered included: Traffic, Road Discontinuities, Future Demand Growth Implications, and, Lack of Long-Term Plan. The original study considered the following key opportunities: relief of congestion and protection of property for the future transportation right-of-way.</p> <p>Significant population growth is projected for both Simcoe County (increase to 416,000 residents by 2031) and the Regional Municipality of York (increase to 1.79 million residents by 2041). The Bradford Bypass has been proposed as a response to this dramatic growth in population and travel demand in the area and the forecasted increase in congestion on key east-west roadways linking Highway 400 to Highway 404.</p> <p><b>Preliminary Design Preparatory Work for Design Updates, Environmental Technical Updates and Permission to Enter (2019 – 2020)</b></p>		

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				<p>In August 2019, the MTO approved the re-initiation of design activities for the Bradford Bypass. In advance of the current Preliminary Design assignment, AECOM completed preparatory work relating to the Engineering Design Update for the project, Environmental Existing Conditions Updates and initiated the process for securing Permission to Enter (PTE) for field investigations.</p> <p><b>Engineering Design Update:</b> Involved a review of the highway geometrics for the Bradford Bypass developed as part of the 1997 Study and to identify opportunities to modify the design to be in accordance with current Ministry standards for safety and engineering design standards. Through Preliminary Design, these design updates will be further evaluated for the design alternatives and selection of the preferred alternative.</p> <p><b>Environmental Technical Update:</b> Consisted of background data collection through secondary sources (desktop surveys), to update the technical information related to specific environmental disciplines based on the Study Area for the 1997 EA approved Bradford Bypass Recommended Plan, plus a buffer area beyond the right-of-way limits. The disciplines included: Archaeology, Built Heritage, Fisheries, Groundwater, Land Use Factors, Terrestrial Ecosystems, and Waste and Contamination. Based on the findings of this work, an update to the environmental commitments to future work was noted and will be carried forward through Preliminary Design.</p> <p><b>Other Related Projects</b></p> <p><b>Highway 400 &amp; 9<sup>th</sup> Line Structure Replacement</b></p> <p>The replacement of the existing Highway 400 / 9th Line structure will be evaluated during the Bradford Bypass Preliminary Design.</p> <p><b>Project Milestone Reports, Schedule and Process</b></p> <ul style="list-style-type: none"> <li>• Environmental Assessment Report One – Stage Submission, Highway 400-Highway 404 Extension Link (Bradford Bypass) W.P. 377-90-00, December 1997. This information is also on the project website.</li> <li>• Notice of Approval to Proceed with the Undertaking and Order under Subsection 12.4(3), Environmental Assessment Act, Section 9; TCCE02, August 28, 2002. This information is also on the project website.</li> <li>• Preliminary Design Environmental Assessment Update Study Terms of Reference (2019)</li> <li>• Preliminary Design Environmental Assessment Update Study Project Schedule</li> <li>• Project website page (<a href="https://www.bradfordbypass.ca/">https://www.bradfordbypass.ca/</a>)</li> </ul> <p><b>Consultation Materials</b></p> <ul style="list-style-type: none"> <li>• Notice of Study Commencement Materials (September 24, 2020).</li> </ul>
<b>Request 2, Q1</b>	Request readily available information pertaining to the Project’s potential to cause adverse effects to fish and fish habitat (including in the Holland Marsh wetland, the Holland River and Lake Simcoe; as well as any implications to the effective implementation of the Lake	<b>Feb 18</b>	<b>Project Team</b>	The Ministry is currently in the early stages of this Preliminary Design and Class EA Study. In preparation for Preliminary Design, various environmental studies will be undertaken to identify environmental concerns, commitments and recommend mitigation measures. Detailed impact assessment will be completed to document the specific potential for adverse effects to fish and fish habitat, migratory birds, and species at risk, as well as impacts to existing legislation (e.g., Lake Simcoe Protection Act). A summary of existing readily information available at this time includes the following:

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	<p>Simcoe Protection Act, 2008, S.O. 2008, c. 23 and the Lake Simcoe Protection Plan), migratory birds, species at risk, federal lands and lands outside of Canada;</p>			<p><b>Fish and Fish Habitat:</b> Based on secondary source data (to be confirmed with field investigations) there are identified 28 watercourses (river, streams and roadside/ agricultural drains) that the Recommended Plan will cross. The Study Area falls within two (2) watersheds, the Nottawasaga Valley Watershed and the Lake Simcoe Watershed.</p> <p><b>Migratory Birds:</b> Based on secondary source information, migratory birds exist within the corridor. There are potential impacts to migratory birds, including within areas that may provide habitat for migratory birds.</p> <p><b>Species at Risk:</b> Based on secondary source information, Species at Risk may exist within the corridor. There are potential impacts to Species at Risk, including within areas that may provide habitat for species.</p> <p>The project will not impact lands outside of Canada as it is located entirely within the province of Ontario and locally within Simcoe County and Regional Municipality of York, Ontario. It is also noted at this time that the Recommended Plan does not impact or impede on federal lands.</p>
<p><b>Request 2, Q2</b></p>	<p>Readily available information pertaining to the project's potential adverse impacts, resulting from any change to the environment, on Indigenous peoples (including, impacts to physical and cultural heritage; current use of lands and resources for traditional purposes; structures, sites or things of historical, archaeological, paleontological or architectural significance).</p>	<p><b>Feb 18</b></p>	<p><b>Project Team</b></p>	<p>Consultation and engagement with Indigenous peoples will include open and transparent discussion throughout the project, specifically related to impacts to physical and cultural heritage; current use of lands and resources for traditional purposes; structures, sites or things of historical, archaeological, paleontological or architectural significance, as well as adverse impacts to Aboriginal and treaty rights.</p> <p>The current ongoing environmental study to develop the Transportation Environmental Study Report (TESR) will identify potential impacts and associated mitigation measures to biophysical components of the environment, cultural heritage and archaeology, as well as adverse impacts to Aboriginal and treaty rights.</p> <p>The Crown (which includes provincial ministries such as the MTO) has a legal duty to consult Indigenous communities when it is taking an action or making a decision that has the potential to adversely impact established or credibly asserted Aboriginal and treaty rights, as protected under Section 35 of the <i>Constitution Act, 1982</i>.</p> <p>The Bradford Bypass Project Team is engaging and consulting with the following Indigenous Communities and Councils:</p> <ul style="list-style-type: none"> <li>• Alderville First Nation</li> <li>• Beausoleil First Nation</li> <li>• Chippewas of Georgina Island First Nation</li> <li>• Curve Lake First Nation</li> <li>• Chippewas of Rama First Nation</li> <li>• Hiawatha First Nation</li> <li>• Mississaugas of Scugog Island First Nation</li> <li>• Mississaugas of the Credit First Nation</li> <li>• Huron Wendat Nation (regarding archaeological resources only)</li> <li>• MNO Georgian Bay Métis Council</li> </ul> <p>Please note that the above list is currently being reviewed internally by the MTO. Review and revisions to communities and contact lists is ongoing due to receipt of new assertions and claims by the Crown.</p>

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<b>Request 2, Q3</b>	Readily available information pertaining to any potential changes to the health, social or economic conditions of Indigenous peoples due to the Project.	<b>Feb 18</b>	<b>Project Team</b>	The Bradford Bypass Project Team is engaging and consulting with Indigenous Communities to listen to and consider any items or concerns raised regarding negative impacts to the health, social or economic conditions of their communities, or adverse impacts to Aboriginal and treaty rights, by the activities of the project during the TESR phase, but also throughout the life of the project.															
<b>Request 2, Q4</b>	Include any available information regarding adverse effects (changes to the environment or to health, social or economic conditions) that are directly linked or necessarily incidental to a federal authority's exercise of a power, performance of a duty or function, or provision of financial assistance, that would enable the carrying out of the Project, in whole or in part.	<b>Feb 18</b>	<b>Project Team</b>	<p>As part of the Preliminary Design, the Ministry will consider the legislative requirements and consult with Transport Canada under the <i>Canadian Navigable Waters Protection Act</i> (CNWA) for the proposed crossings of the Holland River and East Holland River branch. Both watercourses are identified as Schedule Waterways per Paragraph 5(1)(b) and subsections 10(1) and (2) and 29(1) to (3), Part 2 "Rivers and Riverines" of CNWA.</p> <table border="1"> <thead> <tr> <th>Item</th> <th>Name</th> <th>Approximate Downstream Point</th> <th>Approximate Upstream Point</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>48</td> <td>Holland River</td> <td>44°12'10" N, 79°30'52" W</td> <td>44°06'46" N, 79°32'44" W</td> <td>From the Bridge Street bridge to Lake Simcoe</td> </tr> <tr> <td>49</td> <td>Holland River East Branch</td> <td>44°07'35" N, 79°30'15" W</td> <td>44°07'35" N, 79°30'15" W</td> <td>From the Queensville Side Road bridge to the Holland River</td> </tr> </tbody> </table> <p>As part of consultation, the Ministry is seeking input from the public and key stakeholders to understand navigation uses to facilitate design development of the structures and support CNWA approvals requirements.</p> <p>The Ministry is currently in the early stages of this Preliminary Design and Class EA Study. In preparation for Preliminary Design, various environmental studies will be undertaken to identify environmental concerns, commitments and recommend mitigation measures, including those directly linked to a federal authority (e.g., <i>Fisheries Act</i>, <i>Migratory Birds Convention Act</i>, etc.).</p>	Item	Name	Approximate Downstream Point	Approximate Upstream Point	Description	48	Holland River	44°12'10" N, 79°30'52" W	44°06'46" N, 79°32'44" W	From the Bridge Street bridge to Lake Simcoe	49	Holland River East Branch	44°07'35" N, 79°30'15" W	44°07'35" N, 79°30'15" W	From the Queensville Side Road bridge to the Holland River
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<b>Request 2, Q5</b>	Include available information on how you intend to manage the potential adverse effects and impacts of the Project, including proposed mitigation and/or follow-up program measures or provide a rationale for why such measures are not required. Describe whether and how you plan to (or have) engage(d) with Indigenous and public groups, and federal, provincial, and municipal reviewers.	<b>Feb 18</b>	<b>Project Team</b>	<p>A wide range of environmental discipline studies including field investigations will be carried out as part of this project, as related to natural, socio-economic, cultural, and technical disciplines. All reports will be undertaken in accordance with current legislative requirements, standards and best practices, including the <i>MTO Environmental Guides</i> and the <i>MTO Environmental Reference for Highway Design</i>. These studies will assess impacts associated with each discipline, identify mitigation measures and document future commitments as required.</p> <p>These studies will adhere to all relevant new and existing provincial and federal legislation, including, but not limited to, <i>Endangered Species Act</i>, <i>Greenbelt Plan</i>, <i>Heritage Act</i>, <i>Fisheries Act</i>, <i>Species at Risk Act</i>, etc.</p> <p>Consultation is an integral component of the process and is critical to a project's success. The Ministry with support of the integrated Project Team is committed to effective consultation that is inclusive and timely in its approach to engage participants. The Project Team will strive to provide consultation opportunities that are meaningful and provide stakeholders with the ability to provide meaningful input to the outcome of the study. The Notice of Study Commencement was issued September 24, 2020 and involves opportunities throughout the study for engagement and consultation as well as participation in the project. Public Information Centres (PICs) are planned at key stages of the design to present design alternatives/refinements and the findings of project studies. The</p>															

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