

Ontario Ministry of Transportation (MTO)

# Land Use Factors Existing Conditions Report – FINAL

*Highway 400 – Highway 404 Link (Bradford Bypass)*

*W.O. #19-2001*

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## Revision History

Rev #	Date	Revised By:	Revision Description
1	Dec 18, 2019	J Tinney	QA/QC Review
	Feb 06, 2020	J Tinney	Final QA/QC Review

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# Executive Summary

The Ontario Ministry of Transportation (MTO) completed a route planning study for the “*Highway 400 – Highway 404 Extension Link (Bradford Bypass), W.P. 377-90-00*” (December 1997) herein after called ‘the Bradford Bypass’ and a subsequent Environmental Assessment (EA) and Recommended Plan were approved in 2002. The MTO has retained AECOM Canada Ltd. (AECOM) to undertake preparatory work for the upcoming re-initiation of design activity for the Bradford Bypass, which will be completed to a Preliminary Design level of detail.

The land use factor-specific Study Area is identified as all lands to be impacted by the Bradford Bypass in the County of Simcoe and Regional Municipality of York. The EA-approved route is a 16.2 km rural 4-lane controlled access freeway which will connect Highway 400 in Bradford West Gwillimbury to the Highway 404 in East Gwillimbury. It is located north of, and parallel to Highway 88 in Bradford West Gwillimbury and Queensville Sideroad (York Road (YR)77) in East Gwillimbury. As part of this retainer assignment, an alignment shift based on design refinements was implemented by AECOM and constitutes the Recommended Plan. The Study Area for this report includes the Bradford Bypass alignment plus a 500 m buffer to the north and south.

The Bradford Bypass is intended to alleviate congestion on east-west corridors across the Holland Marsh and to provide an alternative path from eastern Toronto and eastern Greater Toronto Area to Barrie and the rest of the County of Simcoe. The Connecting Link would provide a key link between the County of Simcoe and York Region and would aid in economic development of these two Regions.

For the purpose of identifying the existing and planned land use information within the Study Area, the background data was collected from appropriate secondary sources. A review of the *Provincial Policy Statement* (2014, PPS), *Growth Plan for Greater Golden Horseshoe* (2019), *Greenbelt Plan* (2017), *York Region Official Plan* (2010 - Office Consolidation 2019), *York Region Transportation Master Plan* (2016), *County of Simcoe Official Plan* (2008 – Office Consolidation 2016) and *County of Simcoe Transportation Plan* (2008 -Update 2014), as well as relevant secondary plans was undertaken in order to identify the changes post-1997 EA completed for the Bradford Bypass. The Provincial Policies support the future corridors planned and determined through *Ontario Environmental Assessment Act, R.S.O. 1990, c. E.18* process, provided that it serves the significant growth and economic development of the region.

Regional Municipality of York and County of Simcoe both identify the Bradford Bypass as a Planned Corridor and have policies to protect provincial corridors and right-of-way (ROW) for transportation and transit facilities as determined through the EA process subject to the requirements of applicable federal and provincial policies. A high-level overview of the footprint of the Study Area in a land use planning context was completed in order to identify the potential impacts of the Bradford Bypass on the existing and planned/future land uses within the Study Area. The Project Study Area currently consists of a mix of land uses, including agriculture, general commercial, residential, parks and open spaces (natural environment areas).

The review of the existing and planned land use within the Study Area shows that the Bradford Bypass will mainly traverse the lands within Greenbelt Plan Area and Prime Agricultural land. As part of the general infrastructure policies, planning, design and construction practices shall minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System (NHS), traversed and/or occupied by the infrastructure; minimize, wherever possible, the negative impacts on and disturbance of the existing landscape, including, but not limited to, impacts caused by light intrusion, noise and road salt. As well, where infrastructure crosses the NHS lands, planning, design and construction practices shall minimize negative impacts on, and disturbance of, the features or their related functions and, where reasonable, maintain or improve connectivity.

There are some businesses and industries within the Study Area whose operations will be impacted by the Bradford Bypass. There are also some residential properties within the Residential Built Up and Low-Density Residential lands, located adjacent to the Bradford Bypass ROW. A direct impact on these communities can also be anticipated. Consultation with business owners and residents impacted by the Bradford Bypass will be necessary during the design phase to minimize negative outcomes to each business.

The Bradford Bypass will support the significant growth and economic development in southern Ontario by providing the appropriate infrastructure connection among urban centres, and for improved movement of goods, it has the support of Regional and Local Municipalities through Official Plan approvals and Transportation Master Plans. The Bradford Bypass is therefore considered to be vital to improving connections, especially east-west travel, resulting in improved transport time connecting suppliers and manufacturers between York and Simcoe, as well as reducing traffic on already congested arterial roadways.

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# 1. Introduction

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The Ontario Ministry of Transportation (MTO) completed a route planning study for the “*Highway 400 – Highway 404 Extension Link (Bradford Bypass), W.P. 377-90-00*” (December 1997) herein after called ‘the Bradford Bypass’ and a subsequent EA and Recommended Plan were approved in 2002. The MTO has retained AECOM Canada Ltd. (AECOM) to undertake preparatory work for the upcoming re-initiation of design activity for the Bradford Bypass, which will be completed to a Preliminary Design level of detail.

The Bradford Bypass is an east-west controlled access highway linking the existing Highway 400 north of 8th Line to the Highway 404 north of Queensville Sideroad. The Bradford Bypass is intended to alleviate congestion on east-west corridors across the Holland Marsh and to provide an alternative path from eastern Toronto and eastern Greater Toronto Area to Barrie and the rest of the County of Simcoe. The Bradford Bypass would provide a key link between the County of Simcoe and York Region and would aid in economic development of the County of Simcoe and York Region.

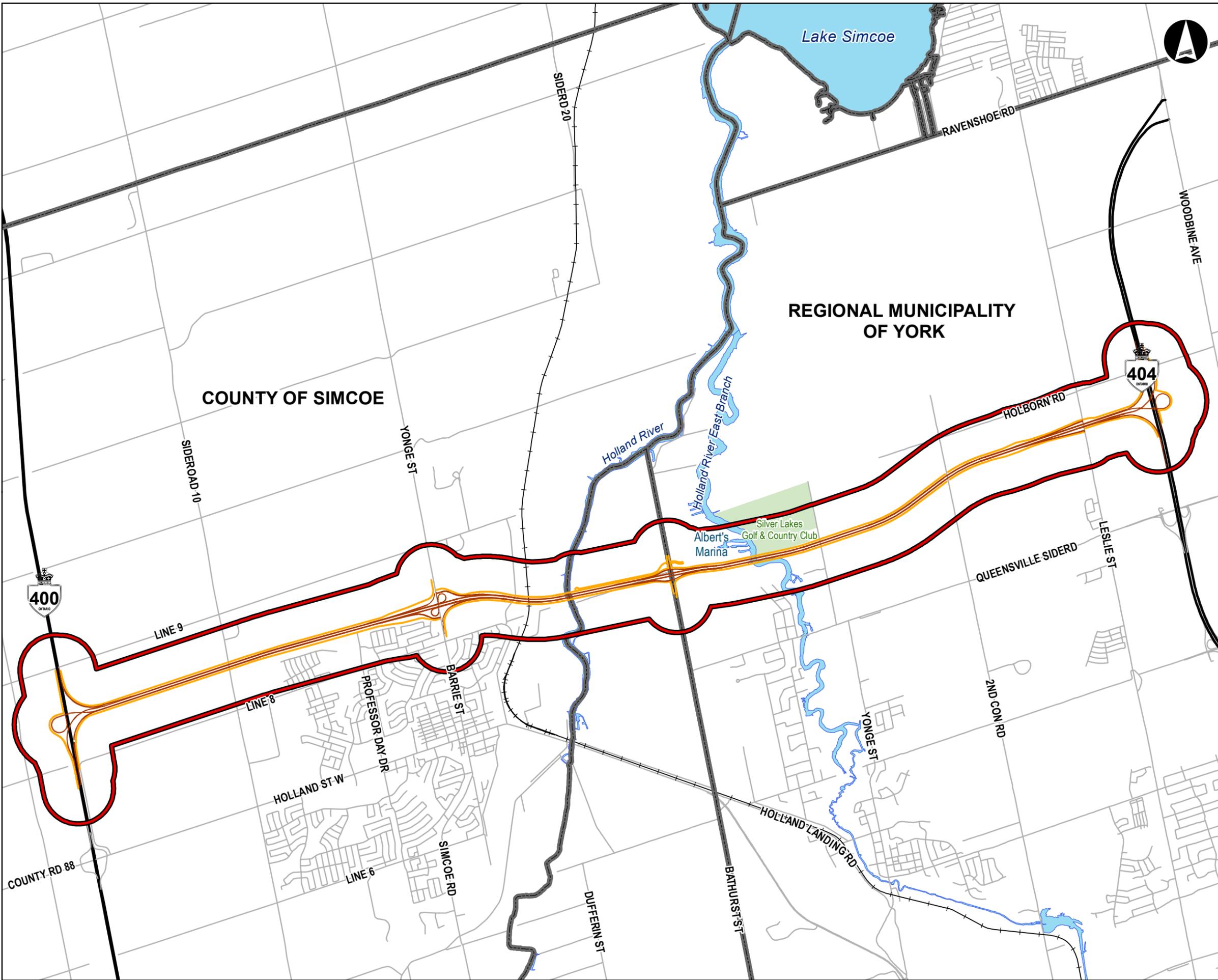
This Land Use Factors Existing Conditions Report has been prepared in accordance with *MTO Environmental Reference for Highway Design ERD*, (June 2013). The purpose of this report is to review secondary sources including Provincial and Municipal Policies and document the existing land use information and changes post-1997 approved EA.

## 1.1 Study Area

The land use factor-specific Study Area is identified as all lands to be impacted by the Bradford Bypass in the County of Simcoe and Regional Municipality of York and a buffered area surrounding the recommended alignment. The EA-approved route is a 16.2 km rural 4-lane controlled access freeway which will connect Highway 400 in Bradford West Gwillimbury to the Highway 404 in East Gwillimbury. It is located north of, and parallel to Highway 88 in Bradford West Gwillimbury and Queensville Sideroad (York Road (YR)77) in East Gwillimbury. As part of this retainer assignment, an alignment shift based on design refinements was implemented by AECOM and constitutes the Recommended Plan. The Study Area for this report includes the Bradford Bypass alignment plus a 500 m buffer to the north and south and is presented in **Figure 1**.

## 1.2 Background Data

For the purpose of identifying the existing and planned land use information within the Study Area the background data was collected from appropriate secondary sources. A review of the *Provincial Policy Statement* (2014, PPS), *Growth Plan for Greater Golden Horseshoe* (2019), *Greenbelt Plan* (2017), *York Region Official Plan* (2010 - Office Consolidation 2019), *York Region Transportation Master Plan* (2016), *County of Simcoe Official Plan* (2008 – Office Consolidation 2016) and *County of Simcoe Transportation Plan* (2008 – Update 2014), relevant secondary plans was undertaken in order to identify the changes post 2002 EA completed for the Bradford Bypass. Please refer to **Section 6** for a complete list of documents and references reviewed for this Land Use Factors Existing Conditions Report.



**Legend**

- Highway 400 - Highway 404 Link (Bradford Bypass) Alignment
- Highway 400 - Highway 404 Link (Bradford Bypass) Right of Way
- Study Area
- Rail

**Roads**

- Provincial Highway
- Other

**Boundaries**

- Municipality Boundary
- Waterbody

0 0.5 1 2 3  
Kilometers

**Highway 400 - Highway 404 Link (Bradford Bypass)**

**Study Area**

Jan 2020	1:52,000 <small>* when printed 11"x17"</small>	Datum: NAD 1983 UTM Zone 17N Source: Imagery Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN,
V: Study Area		<b>Figure 1</b>

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## 2. Land Use Planning Policies

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This section provides a summary of the provincial and municipal policies applicable to the Bradford Bypass. **Figure 2** shows the Study Area in a land use planning context.

### 2.1 Provincial Planning Policies

#### 2.1.1 Provincial Policy Statement (2014)

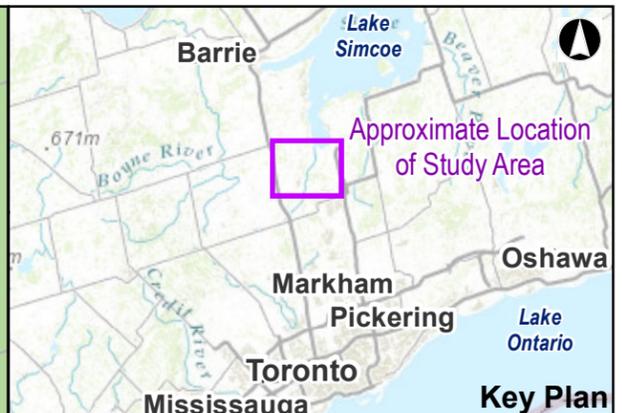
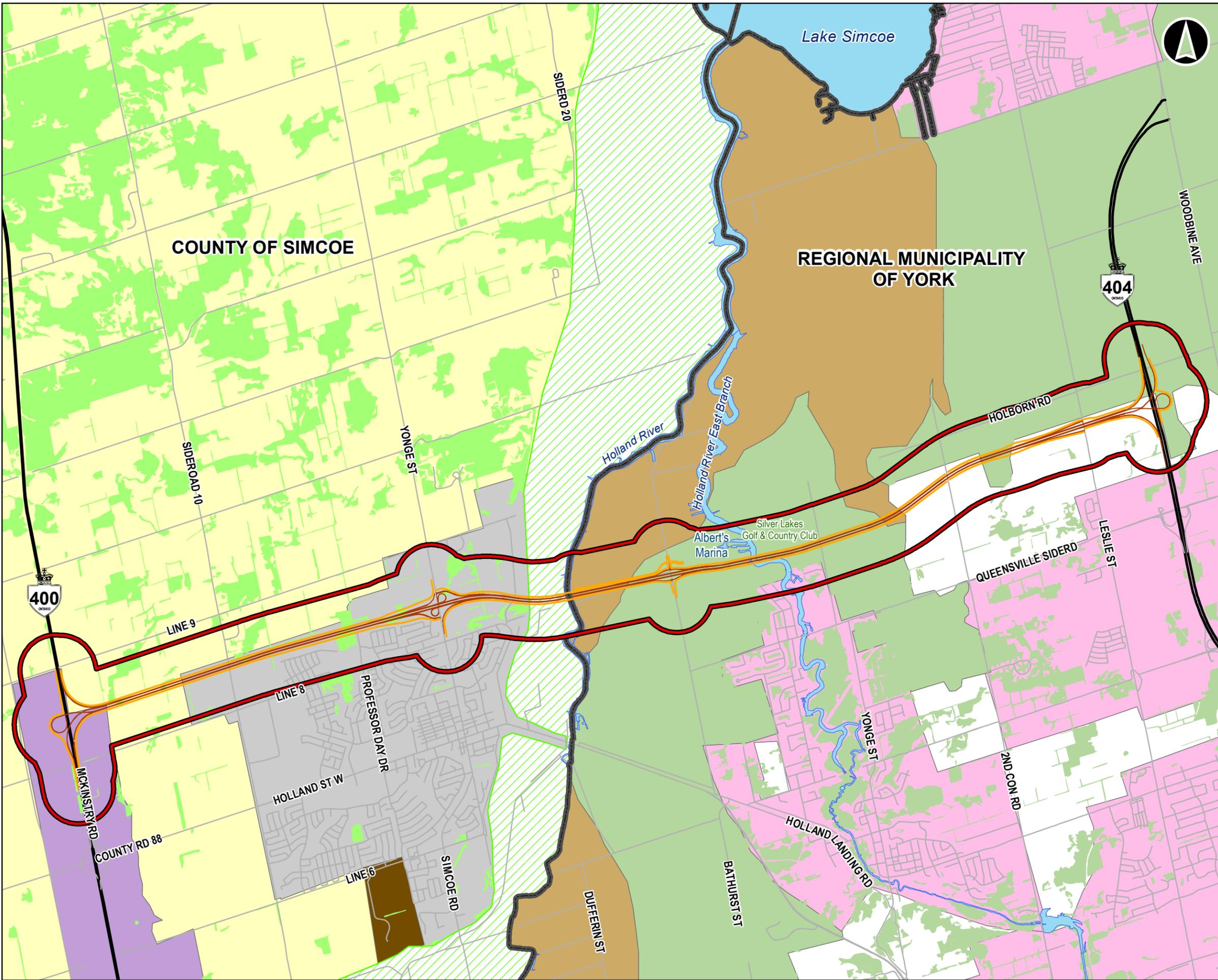
The PPS was issued under Section 3 of the *Planning Act, R.S.O. 1990, c. E.18* and came into effect April 30, 2014. The PPS provides policy direction on matters of provincial interest related to land use planning and development and supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas. The PPS is currently under review for policy changes proposed by government of Ontario to help increase the supply of housing, support jobs and reduce barriers and costs in land use planning system.

The *Vision for Ontario's Land Use Planning System* (Part IV of PPS) emphasizes on efficient development patterns which optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.

The PPS dictates that transportation and land use considerations shall be integrated at all stages of the planning process. The policy requires that planning for corridors and right-of-way (ROW) for significant transportation and infrastructure facilities consider the significant resources such as natural heritage, agriculture and cultural heritage resources. The 2014 update also requires the consideration of potential impacts of climate change on infrastructure and encourages green infrastructure.

As well, the policies for transportation and infrastructure corridors require the planning authorities to plan for and protect corridors and ROW for infrastructure to meet current and projected needs, and development shall not be permitted in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. The planned corridors in the PPS means corridors or future corridors which are required to meet projected needs, and are identified through Provincial Plans, preferred alignment(s) determined through the *Environmental Assessment Act, R.S.O. 1990, c. E.18* process; or identified through planning studies where the MTO is actively pursuing the identification of a corridor. As well, the new development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

The Bradford Bypass is considered as a planned corridor which has been identified and approved through the *Environmental Assessment Act, R.S.O. 1990, c. E.18* process in 2002. The 2014 update of PPS built upon PPS 2005 and strengthened the protection for provincially planned transportation corridors and promotes land use compatibility for lands adjacent to planned and existing corridors.



**Legend**

- Highway 400 - Highway 404 Link (Bradford Bypass) Alignment
- Highway 400 - Highway 404 Link (Bradford Bypass) Right of Way
- Study Area

**Roads**

- Provincial Highway
- Other

**Municipality Boundary**

- Municipality Boundary

**Waterbody**

- Waterbody

**Regional Municipality of York**

- Protected Countryside
- Holland Marsh Specialty Crop
- Urban
- "Whitebelt"

**County of Simcoe**

- Agricultural
- Settlements
- Strategic Settlement Employment Areas
- Rural
- Green Belt Plan
- Greenlands

0 0.5 1 2 3  
Kilometers

**Highway 400 - Highway 404 Link (Bradford Bypass)**

**Land Use Planning Area**

Jan 2020	1:52,000 <small>* when printed 11"x17"</small>	Datum: NAD 1983 UTM Zone 17N Source: Imagery Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN,
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V: **AECOM** **Figure 2**

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 User Name: jgagnon

### **2.1.2 A Place To Grow: Growth Plan for Greater Golden Horseshoe (2019)**

In 2006, the Province of Ontario enacted *Places to Grow: Growth Plan for the Greater Golden Horseshoe* (GGH), which guide decisions on a wide range of issues, including transportation, infrastructure and land use planning, urban form, housing, natural heritage and resource protection in the interest of promoting economic prosperity.

The GGH emphasizes that a well-planned infrastructure is essential to the viability of Ontario's communities and critical to economic competitiveness, quality of life, and the delivery of public services. The infrastructure framework in GGH requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the GGH.

The GGH supports the planned corridors which are required to meet projected needs, and are identified through GGH, preferred alignment(s) determined through the *Environmental Assessment Act, R.S.O. 1990, c. E. 18* processes; or identified through planning studies where the MTO is actively pursuing the identification of a corridor. GGH policy dictates that in planning for the development of planned corridors and supporting facilities, the Province, other public agencies and municipalities will consider increased opportunities for moving people and goods by rail; separation of modes within corridors; and provide opportunities for inter-modal linkages. The GGH calls for the long-term protection of planned corridors and the co-location of infrastructure in these corridors, where appropriate.

The conceptual location of the Bradford Bypass has been identified on GGH Schedule 2 – A Place to Grow Concept as 'Highway Extension' that crosses the lands designated as Greenfield Area and Greenbelt Area. The GGH defines the 'Designated Greenfield Area' as lands within settlement areas but outside of delineated built-up areas that have been designated in an official plan for development and are required to accommodate forecasted growth to the horizon of GGH Plan.

### **2.1.3 The Greenbelt Plan (2017)**

The *Greenbelt Plan (2017)* was prepared and approved as an amendment to the *Greenbelt Plan (2005)*. The *Greenbelt Plan* identifies where and how future growth should be accommodated and what must be protected for current and future generations.

A section of the Bradford Bypass between Simcoe Regional Road 4 (Yonge Street) in Town of Bradford West Gwillimbury and Highway 404 in Town of East Gwillimbury is located within the Greenbelt Plan area – Protected Countryside including Holland Marsh which is a Specialty Crop Area (SCA) and the NHS lands. *Greenbelt Plan (2017)* indicates that where infrastructure crosses prime agricultural areas, including SCA, an agricultural impact assessment or equivalent analysis as part of an environmental assessment shall be undertaken.

As part of the *General Infrastructure Policies* in *Greenbelt Plan (2017)*, planning, design and construction practices shall minimize, wherever possible, the amount of the Greenbelt, and particularly the NHS lands traversed and/or occupied by the infrastructure; minimize, wherever possible, the negative impacts on and disturbance of the existing landscape, including, but not limited to, impacts caused by light intrusion, noise and road salt. As well, where infrastructure does cross the NHS, planning, design and construction practices shall minimize negative impacts on, and disturbance of the features or their related functions and, where reasonable, maintain or improve connectivity.

The new infrastructure approved under the *Environmental Assessment Act, R.S.O. 1990, c. E. 18* is permitted within the Protected Countryside, subject to the policies of section 4.2.1 of the *Greenbelt Plan (2017)*, provided that it serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure connections among urban centers and between these centers and Ontario's borders. The Bradford Bypass approved under *Environmental Assessment Act (R.S.O. 1990)* is in

response to the continuation of a dramatic growth in travel demand; which will cause an increase in congestion on key east-west roadways linking Highway 400 to Highway 404.

**Figure 3** shows the limit of *Greenbelt Plan* on the Study Area.



## 2.2 Municipal Planning Policy

### 2.2.1 *The Regional Municipality of York Official Plan (2010 - Office Consolidation 2019)*

In 2009, Regional Municipality of York (York Region) adopted the *York Region Official Plan (YROP)*, which was approved by the Ministry of Municipal Affairs and Housing (MMAH) in 2010.

With a population of 1.2 million residents, the York Region is one of Canada's largest municipalities and the second largest business centre in Ontario. As Ontario's fastest growing large municipality, the management of growth over the coming decades is a key consideration for local policy and planning. York Region is forecast to reach 1,790,000 residents and 900,000 jobs by 2041. The *YROP 2010 (Office Consolidation 2019)* describes how York Region plans to accommodate future growth and development while meeting the needs of existing residents and businesses in the region. It provides directions and policies that guide economic, environmental and community planning decisions.

The *YROP 2010 (Office Consolidation 2019)* designates the Bradford Bypass route as "Planned Corridors - Transportation" (Proposed - EA Approved). It is the policy of the York Region to plan for and protect provincial corridors and ROW for transportation and transit facilities as determined through the environmental assessment process to meet current and projected needs and not permit development in such 'Planned Corridors – Transportation' that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified or is actively being planned. The York Region works with the Province and local municipalities to plan for and protect the Bradford Bypass.

The *YROP (Office Consolidation 2019)* identifies portion of the Bradford Bypass route as Regional Greenlands System (Protected Countryside of the Greenbelt Plan). It is Region's policy that new infrastructure required to service the community including infrastructure works authorized through an environmental assessment may be permitted within the Greenlands System, subject to meeting the requirements of applicable Provincial Plans. The Bradford Bypass was also located in areas identified as 'Greenlands System Vision' in *YROP (Office Consolidation 2019)*. The Greenlands System Vision is intended to conceptually identify the general location of corridors within and beyond the Region that will perform major linkage functions on a Regional scale and will be further assessed as part of ongoing planning initiatives.

A segment of the Study Area crosses the lands identified as Whitebelt in *YROP (Office Consolidation 2019)* Map1-Regional Structure, which includes the lands that are located between the Urban Area and the Protected Countryside in Greenbelt.

York Region is currently undertaking the Municipal Comprehensive Review process to review York Region's population, employment forecasts, land budget and Regional Official Plan policies.

### 2.2.2 *County of Simcoe Official Plan 2008 (Office Consolidation 2016)*

The Official Plan of the County of Simcoe (the County) is prepared under the *Planning Act, R.S.O 1990 C.P. 13*, as amended, of the Province of Ontario. The final consolidated text of the *County Official Plan* - identified as Exhibit 193 was approved by the Ontario Municipal Board in December 2016. The *County's Official Plan* provides a policy context for land use planning taking into consideration the economic, social, and environmental impacts of land use and *development* decisions.

The County is expecting continued strong population growth to the year 2031 in accordance with the projections of the *Growth Plan for the Greater Golden Horseshoe, 2006* as amended. The County's population is projected to increase 53% from 272,000 (2006 census of Canada population) to 416,000 in 2031.

It is the County's policy that land use planning and development decisions within the County shall be integrated with transportation considerations. The County and local municipalities will plan for and protect corridors and ROW for infrastructure to meet current and projected needs. Where development in 'Planned Corridors' could preclude or negatively affect the use of the corridor for the purposes for which it was identified, the development shall not be permitted. The County will encourage and support the planning, corridor and connectivity protection and the early construction of Provincial Planned Corridors, as a goods movement and transit corridor. The Bradford Bypass has been identified as 'Potential Provincial Corridor' in Schedule 5.5.2 of the *County's Official Plan - Future County Transportation System*.

The Bradford Bypass traverses the lands designated as Settlements Area, Agricultural Lands, Greenlands, Highway 400 Employment lands and the Protected Countryside in the Greenbelt Plan. The *County's Official Plan* states that where feasible and subject to local municipal policies and By-Laws, infrastructure may be located in any designation of the *County's Official Plan*, subject to the requirements of the *Greenbelt Plan* where applicable, and applicable provincial and federal policy and legislation. Lot creation for infrastructure in the Agricultural designation is discouraged and should only be permitted where the use cannot be accommodated through an easement or ROW.

### **2.2.3 York Region Transportation Master Plan (2016)**

The 2016 update of the *York Region Transportation Master Plan (YRTMP)* sets out the infrastructure and policy requirements to enable York Region to build and maintain an interconnected system of mobility. This includes additional transit infrastructure, roads infrastructure and a system of sidewalks and trails to further enable active transportation. The *YRTMP* supports the Bradford Bypass project. Its benefits include creation of a more resilient network by connecting the two north-south highways. The operation of Bradford Bypass would reduce the need for York Region to expand Queensville Sideroad and would reduce traffic congestion on York Regional roads, including: Highway 9; Green Lane; and Yonge Street. The *YRTMP* supports the approved Bradford Bypass EA (1997) and identify the Bradford Bypass designation as a controlled Access Highway under the *Public Transportation and Highways Improvement Act, R.S.O. 1990, c.P.50*. Given the project's benefits to the York Regional network, the *YRTMP* assumes it will be in place by 2041.

### **2.2.4 County of Simcoe Transportation Master Plan (2008, Update 2014)**

The County has emerged as a key growth area in the outer ring municipalities surrounding the Greater Toronto and Hamilton Area (GTHA). Not only is the demand for growth a major challenge facing the County's transportation system, but the recreational communities within and just to the north and west of the County dramatically increase the travel demands on the weekends and particularly during the summer months.

Since the completion of the County's Transportation Master Plan (TMP) in 2008, the County and its local municipalities continue to experience growth in employment and tourism, as well as seasonal and year-round residents. The 2008 TMP provided a fundamental framework for the County's planned transportation corridors and systems.

According to the TMP 2008, increasing the supply of transportation infrastructure and services and construction of new transportation facilities will be a strategy direction to address the transportation challenges facing the County. The TMP 2008 also refers to the information gathered from the public survey which indicated that 86% of the respondents supported the idea of working with the provincial government to complete new highways, including the Bradford Bypass. Additionally, staff from 18 Simcoe Area municipalities identified the implications of a deferred Bradford Bypass and the impact on County roads as one of the specific areas of 'Road Network Concerns'. In support of implementation, phasing and monitoring of the key TMP strategies, TMP 2008 recommended that the County should engage in discussions with MTO as well as the Ministry of Energy and Infrastructure (MEI) to move

forward in the construction of the Bradford Bypass. Protection of lands for this facility should persist and implementation of a facility in this corridor should continue to be a high priority for the County and the Province as it has been identified as a near-term need to accommodate growth and to facilitate goods movement and future transit movements.

The TMP 2008 has been updated in 2014 to proceed toward an integrated transportation network with additional focus on transit services and nodes, active transportation amenities, as well as a review of County road design standards, cross sections and ROW widths. It is been assumed in the updated TMP (2014) that the Bradford Bypass will be undertaken as described in the 2008 TMP. The updated TMP is still under review.

### 2.2.5 Town of Bradford West Gwillimbury Official Plan, (Draft -Version 1, 2018)

The Town of Bradford West Gwillimbury (BWG)'s current official plan was adopted and received provincial approval in 2002. The Town of BWG is currently reviewing their Official Plan. For the purpose of this report, the Draft Version 1- March 2018 was reviewed.

BWG is strategically located along Highway 400 within the County of Simcoe, between the Town of Newmarket and City of Barrie. New growth is transforming the form and layout of the BWG. According to the 2016 Census, the Town of BWG's population and employment numbers were approximately 36,700 persons and 10,000 jobs respectively. Growth projections as contained in the *GGH 2019* and the County Official Plan 2008 (Office Consolidation 2016) state that the Town of BWG's population will reach 50,500 people and 18,000 jobs by the year 2031.

The BWG's Official Plan is focused on sustainability and establishes policies that have a positive effect on the social, economic, cultural and natural environment of the BWG. The submission of the EA document for the Bradford Bypass has been of particular importance and it is BWG's Policy to ensure that development in the vicinity of the highway will be compatible with the functioning of the highway and its access points. According to amendment No.25, the Official Plan anticipates that lands in BWG, within the Bradford Bypass corridor, shall only be permitted to be used for their legal existing purposes. Any expansion of use or building shall require a development application to ensure there is no adverse impact on the future corridor. Development proposals adjacent to the Bradford Bypass shall, as part of reviewing the application, consult with the MTO to ensure all appropriate requirements are met.

The Bradford Bypass crosses through Highway 400 Employment Lands, Agriculture, NHS and the Settlement Area Boundary. A description of each type is outlined below:

- **Highway 400 Employment Lands:** The purpose of Highway 400 Employment Lands is to create a strategic industrial employment area to accommodate permitted employment uses that require large contiguous blocks of land and that depends upon efficient goods movement and access provided by the Highway 400 transportation corridor.
- **Agriculture:** The prime agricultural lands are the predominant land type in this area and they shall be protected for long-term agricultural uses.
- **Natural Heritage System (NHS):** The NHS lands are intended to maintain, restore, enhance and protect natural heritage features and areas, surface water features, and groundwater features for the long-term. The NHS lands within the Study Area contains the two (2) following policy areas:
  - County Greenlands: County Greenlands identify the significant features and functions, as well as hazard lands unsuitable for development.
  - Greenbelt Plan Area: Lands in and adjacent to the Holland Marsh are subject to the 2017 *Greenbelt Plan*. The underlying land use designations continue to apply to these specialty crop areas, but all infrastructure, development and site alteration shall conform to the 2017 *Greenbelt Plan*.

- **Settlement Area Boundary:** The Settlement Area Boundary includes Residential (Residential Built up, Low and Medium Density Residential), Employment (Industrial Commercial and Industrial), Community Facilities (Community Uses and Open Space) and Environmental Protection Lands.

In addition to the above land uses, a portion of the Study Area north of the Bradford Bypass and east of Sideroad 10 is located within lands designated as Rural Areas.

### **2.2.6 Town of East Gwillimbury Official Plan 2010 (Office Consolidation 2018)**

The Town of East Gwillimbury's Official Plan was adopted by Town Council on June 28, 2010. The Official Plan was subject to several appeals and the majority of the Official Plan (2010) was approved by the Ontario Municipal Board in 2013.

The Town of East Gwillimbury's Official Plan includes direction and policies to manage the town's significant growth to 2031. Within the 2031 planning horizon, the Town of East Gwillimbury is forecasted to grow to approximately 86,500 people and 34,400 jobs.

The Bradford Bypass is shown on Schedule E of the Town of East Gwillimbury's Official Plan as an alignment approved by the Province for the proposed east-west connection between Highway 400 and Highway 404. The Bradford Bypass is considered necessary within the planning horizon of this Plan and is required to accommodate employment growth and inter-regional traffic associated with Simcoe County and northern York Region, as demonstrated by transportation studies completed by both the Region of York and the Town of East Gwillimbury. According to the Town of East Gwillimbury's Official Plan, the proposed alignment for the Bradford Bypass is conceptual in order to recognize a future route approved by the Province in accordance with the *Environmental Assessment Act, R.S.O. 1990, c. E. 18* and related Controlled Access Highway designation. Town of East Gwillimbury policy supports a review of the Bradford Bypass through the area north of Queensville Sideroad. Town of East Gwillimbury Policy states that potential alternative locations for the Bradford Bypass should be maintained and that actions that would foreclose potential alternatives should be discouraged until the alignment is confirmed via the environmental assessment process.

The segment of Bradford Bypass in Town of East Gwillimbury traverses the *Greenbelt Plan Area - Protected Countryside* including Prime Agricultural Area, Rural Area and Holland Marsh SCA. Within the Greenbelt Protected Countryside, the requirements of the *Greenbelt Plan, 2005* shall apply. The Town recognizes the Prime Agricultural and Holland Marsh SCA as important natural resources that help support the economic vitality of agriculture.

Other land use designations within the Study Area (beyond the Bradford Bypass alignment) include:

- Community Area which are identified as lands for people to live, shop, learn, and obtain services. These areas are also intended to be the primary location of population-related jobs.
- NHS lands which includes features listed within the *PPS (2014)*, *Greenbelt Plan (2017)*, *Lake Simcoe Protection Plan (LSPP) (2009)* and the *NHS for the Lake Simcoe Watershed (2007)*. Portions of the Study Area are located on Core and Supporting areas of NHS lands. Policy indicates that site alteration shall be prohibited in Core Area and where a natural heritage evaluation indicates that development would have a net negative impact to Supporting Areas; however, if this is unavoidable, adequate compensation shall be provided for the loss or impact to Supporting Area features.

### **2.2.7 Township of King Official Plan (Draft 2017)**

On December 2017, Township of King Council approved the release of the draft new Official Plan for public review and comment. Currently the second draft of the Official Plan is under review. The purpose of Township of King Official Plan is to provide direction and policy framework for managing growth, land use and infrastructure decisions

over the planning period to 2031. A small segment of the Bradford Bypass between the Holland River and Bathurst Street crosses the lands designated as Holland Marsh SCA in Township of King Official Plan.

This is Township of King Policy that infrastructure corridors (existing and proposed) that have been or will be identified through an environmental assessment process shall be protected to support growth.

As well, according to the Township of King Official Plan planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

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## 3. Existing Land Uses

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The existing land uses within the Study Area are predominantly characterized by agricultural lands, green spaces and vacant vegetated lands, as well as residential and commercial/industrial areas. The land use data as outlined in this report was gathered from a desktop review of the secondary sources including municipal official plans of the Town of East Gwillimbury, Town of BWG and Township of King. This section discusses the existing land use conditions within the Study Area and how they have changed since the original EA study completed in 2002.

Google Earth historical images from 2005 were applied to identify the previous land use within the Study Area.

### 3.1 Town of Bradford West Gwillimbury

#### 3.1.1 *Agriculture*

Given the rural landscapes and natural geographic features, agriculture has always been the dominating industry within the Town of BWG. Portions of the Study Area located north of the Bradford Bypass between Sideroad 5 and Yonge Street, and South of the Bradford Bypass Sideroad 5 and Sideroad 10 is covered with Agricultural Lands, where prime agricultural lands are the predominant land type. Please refer to **Figure 4** for soil capability classification within the Study Area. The soils found on the north and south of Bradford Bypass between Highway 400 and east of Yonge Street are dominantly identified as Class 1, with a portion on the north of Bradford Bypass, (east and west side of Sideroad 10) identified as Class 3. The portion of lands east of Yonge Street on the north and south of Bradford Bypass consists of Class 5 soils. Organic Soils cover the lands along the Holland River. A description of each soil capability class is provided in **Table 1**.

#### 3.1.2 *Residential*

Portions of the Study Area south of the Bradford Bypass between Sideroad 10 and Dissette Street, and north of the Bradford Bypass on the east and west side of Yonge Street contain a mix of urban Residential land-use including lands designated as Low-Density Residential, Medium-Density Residential and the Residential Built Up Areas. Some residential properties within the Residential Built Up and Low-Density Residential lands located south of Bypass alignment on the west side of Yonge Street, are located adjacent to the Bradford Bypass ROW. As well, a portion of the Study Area east of Sideroad 10 north of the Bradford Bypass alignment contains rural residential areas which according to the Town of BWG's Official Plan are intended to protect the rural character and promote long-term diversity and viability of rural economic activities.

The residential development within the Study Area south of the Bradford Bypass and in the areas adjacent to the Bradford Bypass ROW has increased since 2004.

#### 3.1.3 *Industrial*

Sarjeant Co. Ltd (a mix concrete supplier) is located south of the Bradford Bypass ROW on the east side of Sideroad 10. According to Google Earth historical image (2005), the current location of Sarjeant Co. Ltd. was vacant at the time of the Bradford Bypass EA Planning (1997).

Dortec Bradford (Magna) is located within the Study Area north of Line 8 on the east of Sideroad 10. This industry existed within its current location since 2005.

On the east and west side of Artesian Industrial Parkway, north of the Bradford Bypass, there are a number of businesses. Review of the Google Earth Historical Images shows these industries have existed within the Study Area at least since 2005. Some of the businesses within this section of the Study Area and in proximity to the Bradford Bypass route include: AGC Automotive Canada, Fred's Paving, Fix Auto Bradford.

### 3.1.4 *Natural Area and Open Spaces*

Portions of the Study Area north of the Bradford Bypass between Highway 400 and Yonge Street are covered with natural areas which are identified as County's Greenlands (Refer to Section 2.2.5 of this report for more information on Greenlands).

A *Terrestrial Ecosystems Existing Conditions Report* has been prepared for this study (this report is available under separate cover), which describes the natural features and functions within the Study Area in more detail.

There are several parcels of land along the Study Area that are currently open space; either vegetated or unvegetated. Some of these areas are abandoned buildings, residential or commercial lots with a planned land use designation as per the Town's Official Plan.

## 3.2 **Town of East Gwillimbury**

### 3.2.1 *Natural Area*

The Study Area in the Town of East Gwillimbury is predominantly covered by Greenbelt Protected Countryside including:

- Environmental Protection Area
- Prime Agricultural Area
- Holland Marsh Lands - SCA
- Rural Area

From soil capability aspect, lands between east of Highway 404 and west of 2<sup>nd</sup> Concession Road are categorized under Class 1 and 2, which are considered as prime agricultural land resources. The remainder of Study Area in the Town of East Gwillimbury includes an area of Class 4 soils surrounded by Organic soils.

**Figure 4** shows the soil capability classes within the Study Area. **Table 1** shows the description of each soil capability class.

### 3.2.2 *Residential*

A section of the Study Area, on the east and west side of Holland River East Branch includes the Settlement Area Boundary - Community Area. Community Area identify land for people to live, shop, learn, and obtain services. These areas are also intended to be the primary location of population related jobs.

Comparing the existing land use of the Study Area with Google Earth images of 2005 shows there have been no remarkable changes in the land use pattern within this area.

### 3.2.3 Commercial / Industrial

There are several businesses scattered around the Study Area in Town of East Gwillimbury. The businesses potentially impacted by the Bradford Bypass Alignment include the following:

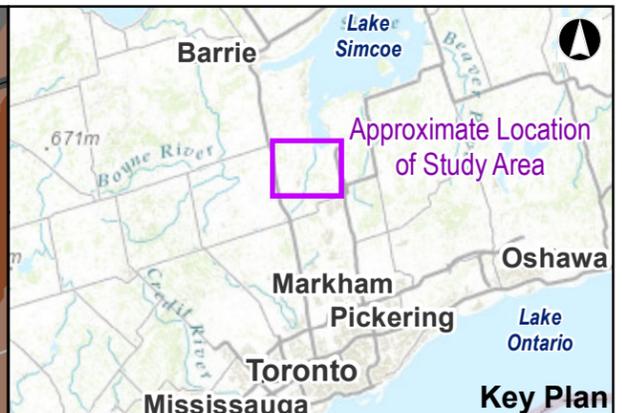
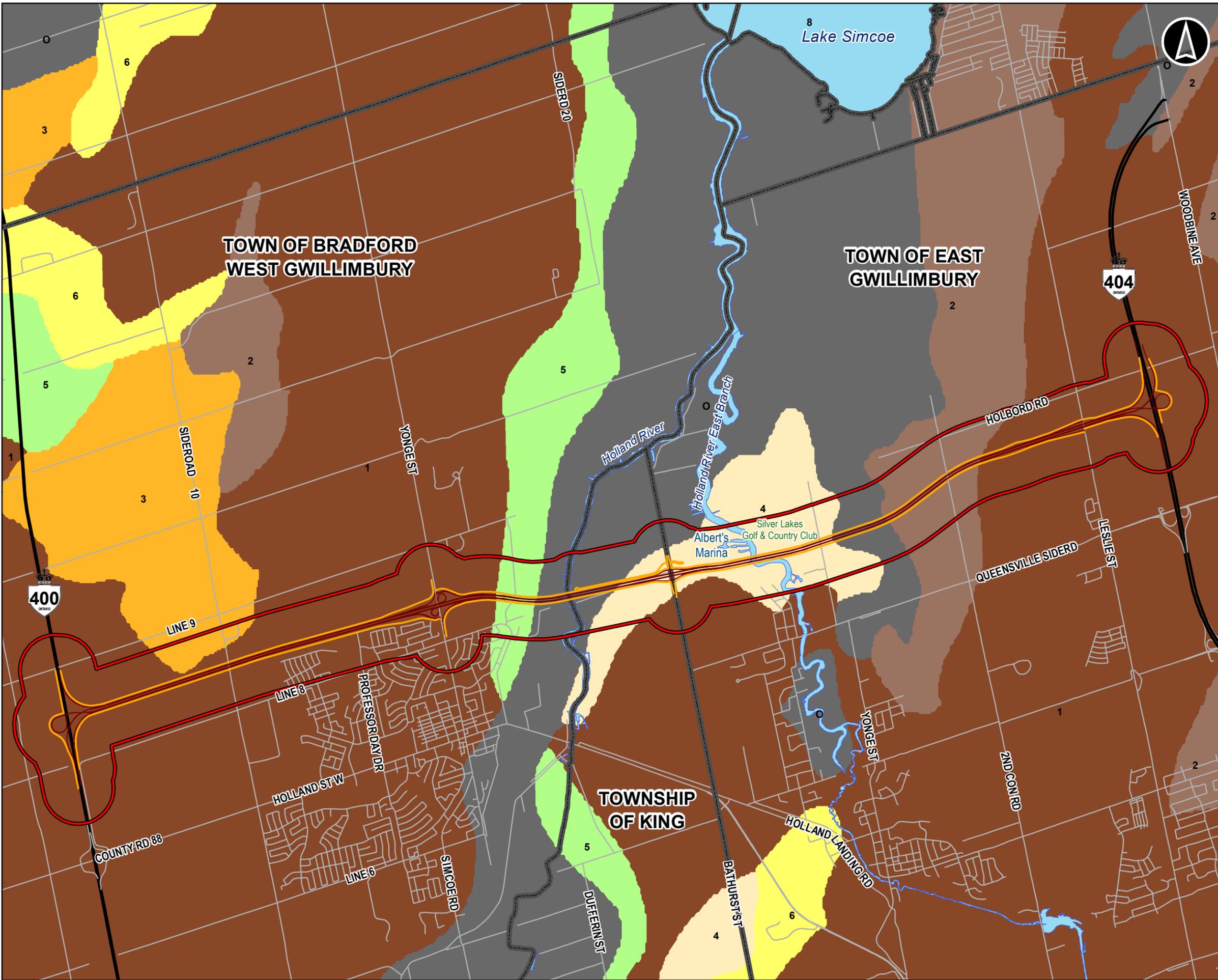
- *Albert's Marina* is located on the Holland River, gateway to Lake Simcoe and Trent/Seven water system. The Bradford Bypass alignment crosses the southern portion of the Marina.
- *Silver Lakes Golf & County Club* located north of Bypass alignment west of Yonge Street. The alignment of the Bradford Bypass will impact this business property.

## 3.3 Township of King

The current land use within the portion of the Study Area traversing the Township of King, consists of Greenbelt Protected Countryside Area and Holland Marsh SCA. The land use within this section of the Study Area has not changed since 2005. The soil capability in lands located within the Township of King are identified as Class 1 and 4 as well as organic soils on the east side of Holland River.

**Table 1. Soil Capability Classes**

<b>Class 1</b> - Soils have no significant limitations in use for crops.
<b>Class 2</b> - Soils have moderate limitations that reduce the choice of crops or require moderate conservation practices.
<b>Class 3</b> - Soils have moderately severe limitations that reduce the choice of crops or require special conservation practices.
<b>Class 4</b> - Soils have severe limitations that restrict the choice of crops, or require special conservation practices and very careful management, or both.
<b>Class 5</b> - Soils have very severe limitations that restrict their capability of producing perennial forage crops and improvement practices are feasible. The limitations are so severe that the soils are not capable of use for sustained production of annual field crops.
<b>Class 6</b> - Soils are unsuited for cultivation but are capable of use for unimproved permanent pasture.
<b>Class 7</b> - Soils have no capability for arable culture or permanent pasture. This class includes marsh, rockland and soil on very steep slopes.
<b>Class 0</b> - Organic Soils (not placed in Capability Classes).



**Legend**

- Highway 400 - Highway 404 Link (Bradford Bypass) Alignment
- Highway 400 - Highway 404 Link (Bradford Bypass) Right of Way
- Study Area
- Municipality Boundary
- Waterbody

**Roads**

- Provincial Highway
- Other

**Canadian Land Inventory (CLI) Soil Capability Classes:**

- (1) No Significant Limitations
- (2) Moderate Limitations
- (3) Moderately Severe Limitations
- (4) Sever Limitations
- (5) Forage Crops - Improvement feasible
- (6) Forage Crops - Improvement not feasible
- (7) No Capability
- (0) Organic Soils

0 0.5 1 2 3  
Kilometers

Highway 400 - Highway 404 Link (Bradford Bypass)

Soil Classification Map

Jan 2020	1:52,000 <small>* when printed 11"x17"</small>	Datum: NAD 1983 UTM Zone 17N Source: Imagery Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN,
V:		<b>Figure 4</b>

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## 4. Future/Planned Land Uses

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This chapter provide a summary of the future land uses within the Study Area that may interact with the Bradford Bypass. The *GGH 2019* and the County Official Plan 2008 (Office Consolidation 2016) provide a population projection of 50,500 people in the Town of BWG and 18,000 jobs in the year 2031. The Town of East Gwillimbury will grow to a resident population of 86,500 and jobs will grow to over 34,000 and the Township of King will grow to a connected urban area surrounded by protected countryside. As per the above-noted growth forecast, a considerable growth is anticipated within the County of Simcoe, York Region and the municipalities in the Study Area. There have been amendments in the municipalities' Official Plans in order to implement the recommendations of the Growth and Population component of the Official Plans and to bring the Official Plans into conformity with the GGH. A summary of the significant municipal plans and Official Plan amendments within the Study Area are provided in the following sections and the location of amendment plans are shown in **Figure 5**.

### 4.1 Highway 400 North Employment Lands, Town of Bradford West Gwillimbury

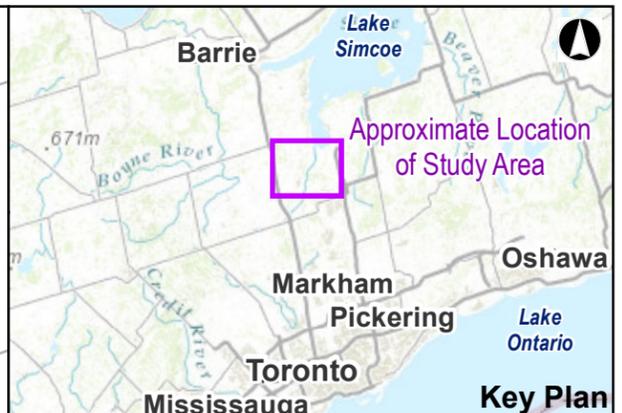
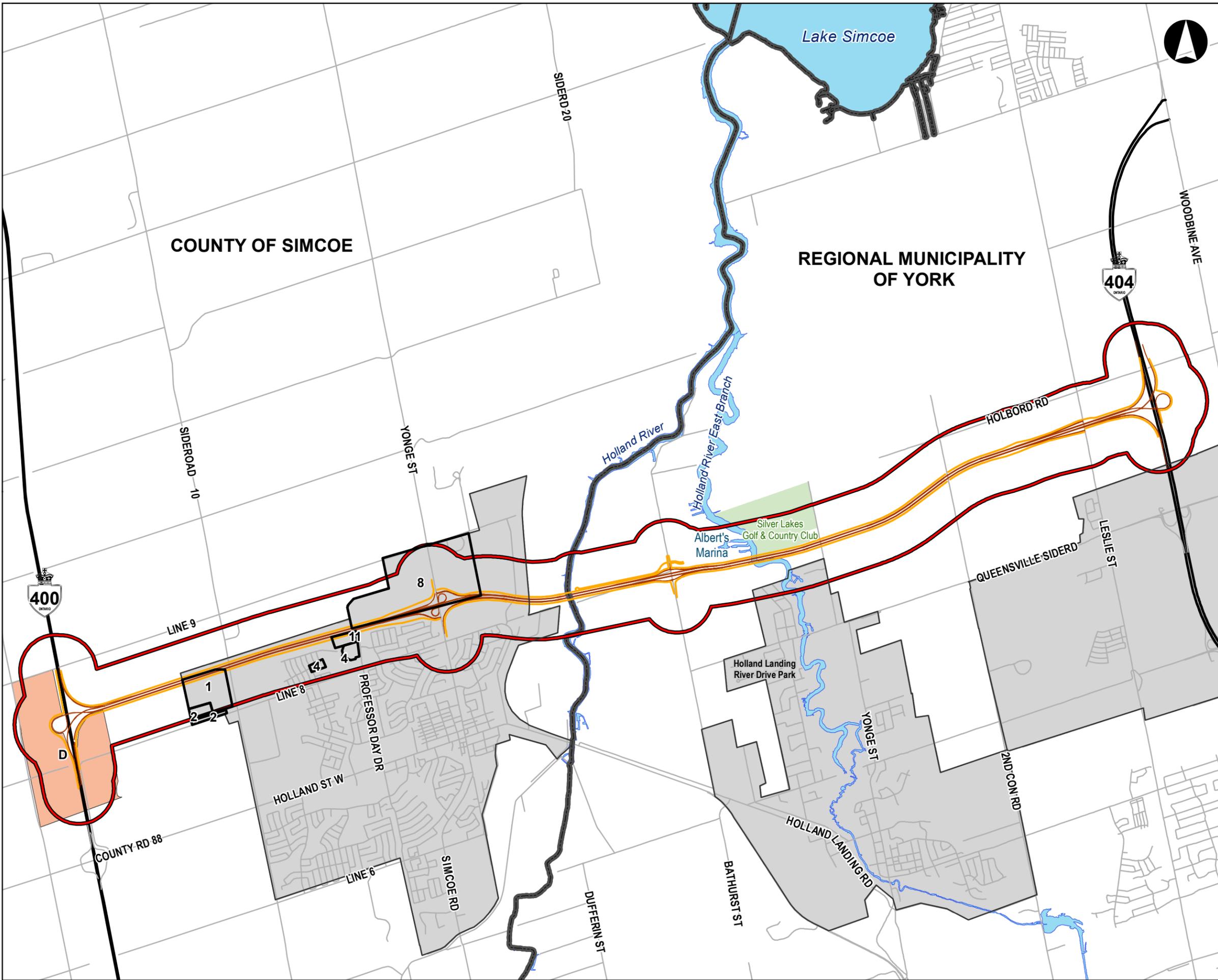
A central concept of Highway 400 Employment Lands is to create a strategic industrial employment area to accommodate permitted employment uses that require large contiguous blocks of land and that depend upon efficient goods movement and access provided by the Highway 400. The *Town of BWG's Official Plan Amendment No. 26* implements the recommendations of the Employment Lands Review component of the Official Plan Review and to bring the Official Plan into conformity with the *GGH*, as amended by Amendments 1 and 2, and the 2016 *County of Simcoe Official Plan*, as they relate to employment lands and the BWG Strategic Settlement Employment Area. A portion of the Study Area on the east and west side of Highway 400 has been considered as Employment Lands Reserve (Area D). A portion of the Employment Land has been dedicated for potential future interchange of Bradford Bypass and Highway 400.

### 4.2 Line 8 Special Policy Area 1 - Town of Bradford West Gwillimbury

A portion of the Study Area on the south east of the intersection of Sideroad 10 and the Bradford Bypass is identified within Special Policy Area (SPA) 1. It is BWG's policy that in order to protect for the potential interchange with the Bradford Bypass, the plan of subdivision shall identify the lands as a separate block, and the subdivision agreement shall reserve the lands until BWG and MTO determine the need for a highway interchange at this location.

### 4.3 Line 8 Special Policy Area 2 - Town of Bradford West Gwillimbury

A small section of the Study Area crosses the lands identified as SPA 2. This is Town of BWG's Policy that only legal existing uses and uses permitted in the Agricultural designation are permitted on these lands.



**Legend**

- Highway 400 - Highway 404 Link (Bradford Bypass) Alignment
- Highway 400 - Highway 404 Link (Bradford Bypass) Right of Way
- Study Area
- Municipality Boundary
- Waterbody

**Roads**

- Provincial Highway
- Other
- Settlement Area
- Special Policy Areas
- Employment Lands Reserve (Area D)

0 0.5 1 2 3  
Kilometers

**Highway 400 - Highway 404 Link (Bradford Bypass)**

**Location of Amendment Plans on the Study Area**

Jan 2020	1:52,000 <small>* when printed 11"x17"</small>	Datum: NAD 1983 UTM Zone 17N Source: Imagery Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN,
V:		<b>Figure 5</b>

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#### **4.4 Townhouse Blocks north of Line 8, Special Policy Area 4 – Town of Bradford West Gwillimbury**

Portions of the Study Area south of the Bradford Bypass, west of Professor West Drive, are identified as SPA 4. Both Low-Density Residential and Medium-Density Residential Designations are permitted within these lands.

#### **4.5 Lands North of the Bradford Bypass, Special Policy 8 – Town of Bradford West Gwillimbury**

Portions of the Study Area north of the Bradford Bypass in the Bradford Urban Area overlays the lands identified within SPA 8. These lands have been identified for future urban development since the adoption of the amalgamated BWG's first Official Plan, with land use designations applied. The lands are currently occupied by rural and estate residential uses, agriculture, and limited employment lands development along Artesian Industrial Parkway. This was identified as Community Area 5 in the previous *Town of BWG's Official Plan (Draft 2018 Version)*.

#### **4.6 Special Industrial/Commercial, Special Policy 11 – Town of Bradford West Gwillimbury**

A portion of the Study Area south of the Bradford Bypass, on the west side of Professor Day Drive is identified as SPA 11. The Town of BWG 's Policy allows for a high density "adult lifestyle" development comprised of residential apartments with a compact form of development that represents an efficient use of the land.

#### **4.7 Holland Landing – River Drive Park – Town of East Gwillimbury**

A portion of the Study Area south of the Bradford Bypass, west of Yonge Street is located on lands identifies as Holland Landing – River Drive Park. Today, the Holland Landing – River Drive Park Community is home to approximately 9,000 people. It is anticipated that this Community will grow to accommodate approximately 20,000 residents. The Plan recognizes the existing built areas and plans for lands to accommodate additional residential and employment growth. There are several approved Development applications within the Holland Landing Community for Prestige Employment. None of these applications were located within the Study Area.

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## 5. Summary and Conclusions

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The analysis of municipal Official Plans indicated that there will be a continuation of dramatic growth in travel, which has been characteristic of York Region and Simcoe County over last 25 years. Traffic and congestion remain key concerns for residents and businesses, and addressing these concerns is a priority to ensure the communities continue to be places where people and businesses want to reside.

A high-level overview of the Study Area within a land use planning context was completed in order to identify the potential impacts of the Bradford Bypass on the existing and, planned/future land uses within the Study Area. The Project Study Area currently consists of a mix of land uses, including agriculture, general commercial, residential, parks and open spaces (natural environment areas). The Town of East Gwillimbury within the project study area, is comprised of mostly Greenbelt-Protected Countryside and NHS Lands along with Community Areas. A small segment of the Study Area crosses the Township of King. All the lands within the project Study Area in the Township of King is located within the Greenbelt Plan area and is considered 'Greenbelt Protected Countryside' and 'Holland Marsh SCA'. The Study Area in Town of BWG consists of Greenbelt Plan Area, NHS, Agricultural Lands and Settlement Areas with some commercial and industrial lands.

The Bradford Bypass will mainly traverse the lands within Greenbelt Plan Area and Prime Agricultural land. As part of the general infrastructure policies, planning, design and construction practices within Greenbelt Plan Area shall:

- minimize, wherever possible, the amount of the Greenbelt, and particularly the NHS, traversed and/or occupied by the infrastructure;
- minimize, wherever possible, the negative impacts on the existing landscape, including, but not limited to, impacts caused by light intrusion, noise and road salt;
- minimize negative impacts on the natural features or their related functions and, where reasonable, maintain or improve connectivity.

The *Greenbelt Plan* also requires that an agricultural impact assessment or equivalent analysis be undertaken as part of an environmental assessment, where infrastructure crosses Prime Agricultural Areas, including SCA.

As well, there are some businesses and industries within the Study Area that the Bradford Bypass Route will impact their operation. The route will pass through two (2) lots on Artesian Industrial Parkway currently occupied by commercial business; according to the approved Bradford Bypass EA (1997), they could be relocated to undeveloped lots nearby. The recommended plan will also impact property occupied by parts of Albert's Marina and Silver Lakes Golf Club on either side of the Holland River East Branch, but according to approved Bradford Bypass EA (1997) analysis, the functional and economic viability of both enterprises will be maintained. Consultation with Albert's Marina and Silver Lakes Golf Club will be necessary during the design phase to minimize impacts to each business; some reconfiguration of the facilities within each property will be needed.

Several residential properties within the Residential Built Up and Low-Density Residential lands alignment on the west side of Yonge Street in Town of BWG are adjacent to the Bradford Bypass ROW. A direct impact on this communities are anticipated as a result of the Bradford Bypass Project.

The Bradford Bypass Project serves the significant growth and economic development in Regional Municipality of York and the County of Simcoe by providing the appropriate infrastructure connection among settlement areas and improving the movement of goods. The above noted Regional Municipalities and local Municipalities of Bradford West Gwillimbury, East Gwillimbury and King support the project as they identify it vital to improving connections, especially east-west travel, resulting in improved transport time, connecting suppliers and manufacturers between

York and Simcoe, as well as reducing traffic on already congested arterial roadways. The Bradford Bypass is considered easy to implement as it is already an EA-approved new corridor, and the corridor has a protected ROW.

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## 6. References

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