

Appendix B3

Consultation Record



Consultation Record

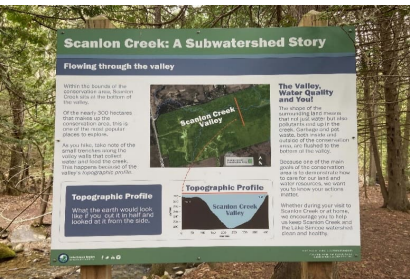
In accordance with the Freedom of Information and Protection of Privacy Act, personal information of members of the public has been removed. Comments and responses for the project are included in the Project Information File.

**Public Information
Centre #1 (PIC)-
Consultation Record**

| Reference # | Assigned To | To/From Organization | Format (Email, Phone, Fax) | Topic/Theme | Date Comment/Question/Request Received | Comment/Question/Request | Project Team Response |
|-------------------|-------------|---|------------------------------|---|--|--|---|
| CT-PIC1-001 | | To: Project Team From: [Redacted] Aware Simcoe | New Stakeholder Comment Form | Pollution of Waterways | 04-22-2021 | add to CL Each person is concerned about environmental impact. At this time, a learning situation about efforts to protect natural flora and fauna. Prevent soil erosion or other factors that can pollute existing waterways. | <p>Hi [Redacted]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges your concerns regarding environmental impacts related to the natural environment, soil erosion and impacts to waterways.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of studies in accordance with EA and current legislative requirements.</p> <p>Studies being undertaken to address constraints and potential impacts to natural flora and fauna include: Fish and Fish Habitat Existing Conditions and Impact Assessment, including aquatic species at risk; Terrestrial Ecosystems Existing Conditions and Impact Assessment (including an assessment of vegetation and vegetation communities, wildlife and wildlife habitat, species at risk and designated natural areas); Drainage and Hydrology studies; Fluvial Geomorphology; groundwater impact assessments; and landscape design. These studies, along with an erosion and sediment control risk assessment, and waste and contamination studies will inform design decisions as they relate to erosion, scour and water quantity and water quality constraints.</p> <p>A complete list of EA studies is presented on the Project Website, with engineering and environmental studies outlined in the PIC #1 material. Please refer to the following areas: https://www.bradfordbypass.ca/2021/04/09/3-refinements-and-alternatives-evaluation-process/ https://www.bradfordbypass.ca/2021/04/09/8-overall-environmental-considerations-bradford-bypass/</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-002 | | To: Project Team From: [Redacted] | Email | Impacts of Construction on Well water | 04-22-2021 | To Whom It May Concern: I would like to be part of the mailing list and any updates. [Redacted] [Redacted] [Redacted] [Redacted] I am concerned about my water well and if the Highway construction will alter my water coming from my well [Redacted] Thanks | <p>Hi [Redacted]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>As part of the Preliminary Design and EA study, a door-to-door well assessment of all properties that are within a 500 m radius of the construction area will be completed. As part of this assessment, homeowners would potentially receive a letter and questionnaire that will provide AECOM with a brief history/information of any water wells on their property. As part of this questionnaire, homeowners will be asked if they would like AECOM to come to the property (with COVID protocols) and test the rate of flow, take pictures of the well and collect unfiltered groundwater sample for analysis against drinking water standards. This assessment can help to form a baseline of your water well condition prior to construction activities, this could potentially result in further monitoring/samples taken during and after construction of the new highway.</p> <p>Based on the Preliminary Design of the Preferred Route, a Drainage and Hydrology Assessment and Groundwater Impact Assessment will be completed as part of the study to identify potential impacts of highway runoff and stormwater on surface water and groundwater and develop appropriate mitigation measures to protect the Holland River watershed.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-003 | | To: Project Team From: [Redacted] | Email | Construction Timeline | 04-22-2021 | Assuming the current time-line is unchanged, what are anticipated construction start and completion dates. [Redacted] | <p>Hi [Redacted]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Preliminary Design for the overall Bradford Bypass project is anticipated to be completed in early 2023. Detail Design and Construction will follow, subject to funding and approvals.</p> <p>The Project Team is also identifying opportunities for early works – Advanced Contracts as part of this project. Some preliminary early works activities that are currently being considered could include: new bridge construction (excluding watercourse crossings), bridge replacement or expansion, and utility relocation. As you may be aware, the Ontario government 2021 Budget allocated funding for the Bradford Bypass early works, which includes a grade separation at County Road 4/Yonge Street.</p> <p>Prior to the commencement of any early works, MTO is still required to gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous Communities, and document decision-making. Other provincial and federal legislative and permitting processes would still apply.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-003 Cont. | | To: Project Team From: [Redacted] | Email | Construction Timeline | 04-23-2021 | Now I am concerned. Do you have a working timeline? Is it a secret? What is there to consider? You must be working with timeline. Please provide this simple detail. | <p>Hi [Redacted]</p> <p>See response above</p> |
| CT-PIC1-004 | | To: Project Team From: [Redacted] | New Stakeholder Comment Form | Recommendation s on the Design Alternatives | 04-22-2021 | Comments about PIC materials: PIC #1 PG 9 I think "Refinement Alternative 2 – Tangent Transition East of River Crossing" is the most appropriate. The geometry of the other alternative seems odd and unnecessary to me. I ultimately agree with the realignment of the highway 150m to the south as displayed in the PIC materials regardless of which alternative is chosen. PIC #1 PG 10 I think "Refinement Alternative 1 – Alignment Shift To The North" is more suitable. An alignment flare requires a wider ROW in comparison to an alignment shift. Also, the eastbound roadway would be in between (and in close proximity to) the two adjacent hydro towers. The realignment shift to the north by 50m as shown in the PIC materials makes more sense as it offers the same level of service, yet minimizes additional ROW required. I ultimately agree it is not worth relocating the hydro towers. PIC #1 PG 12 I think Highway 400 Refinement Alternative 3 - Directional Ramps Without Basketweave" is the best option. I don't think the basketweave is necessary as shown in Alternatives 1 & 2. c: (Although, the diagrams do appear to show that auxiliary lanes will appear) PIC #1 PG 14 I am in support of Alternatives 1 or 3. The removal of the S-EW at Queensville Sideroad would be detrimental to the community, and I think it would result in unacceptable traffic operations, as motorists would be forced to divert to Leslie Street and Woodbine Avenue. I also think that the proposed S-EW ramp in Alternative 4 is not necessary, and would require not only a significant amount of ROW acquired, but also a partial redesign of the carpool lot at Queensville Sideroad. Whether Alternative 1 or 3 is chosen should depend on whether the W-S ramp is 1 or 2 lanes wide. If it is only 1 lane, I would think that Alternative 3 is the most logical. If the ramp is 2 lanes wide, Alternative 1 makes more sense. Regardless of this, it would not matter to me whether Alternative 1 or 3 is chosen. PIC #1 PG 15 The proposed Parcel A4 interchange design is great, except that the S-E ramp should begin after the intersection with the W-NS ramp. This is for two reasons: The current design does not allow adequate distance/space for traffic turning LEFT onto County Road 4 from the 8th Line and for traffic travelling on Barrie Street, continuing north onto County Road 4, to merge over to the right lane and access the S-E ramp onto the new highway (especially with the E-NS lane currently in place at the County Road 4 / 8th Line intersection). This northerly shift in the S-E ramp entrance to beyond the intersection with the W-NS ramp can allow the potential construction of a carpool lot in the southeast corner of the interchange area (outside of the S-E ramp, NOT in between the S-E ramp and the freeway). A final note: the section of County Road 4 between the 8th Line and the E-NS intersection should have a speed limit of 50km/h. A sidewalk should be included on the east side of County Road 4 between the 8th Line and the W-NS intersection, provided that a carpool lot is constructed as previously mentioned. PIC #1 PG 16 I think Alternatives 1 or 2 are good options, although I have a moderate preference of Alternative 2. The realigned entrance of the mainline in Alternative 3 is unnecessary as neither the mainline entrance road, or Bathurst Street north of the new bypass have/would have enough traffic to warrant such a connection. If it is determined that Hochstetler Road is required to be rebuilt for property access, Alternative 1 should be chosen, and the new Hochstetler Road would connect with Bathurst Street adjacent to the realigned mainline entrance, as approved in the 2002 EA. If it is determined that Hochstetler Road DOES NOT need to be reconstructed, Alternative 2 should be carried forward. The section of Bathurst Street that the bypass would intersect does not have a lot of truck traffic, and it has an amount of traffic where roundabouts are best suited. The construction of roundabouts would increase the flow of traffic, would optimally serve the required and more popular traffic movements, and would reduce vehicular gas emissions. I have a final detail that is not very significant, but is worth noting. The roundabout could be constructed as a "dogbone" roundabout rather than a typical roundabout, since the northern section of the "circulatory roadway", between the north and southbound lanes of Bathurst is redundant. PIC #1 PG 17 I do not think the Leslie Street interchange should be built as a Parcel A2 because of additional property impacts, and that a potential left turn lane onto the NS-W ramp would be better suited south of the intersection and onto the bridge, as opposed to north of the ramp. Instead, the interchange should retain the original design as approved in the 2002 EA, and/or as shown on PG 10 of this PIC. Miscellaneous Comments: An interchange should be constructed at the 10th Sideroad/County Road 54, as the Town of [Redacted] has already requested. This new interchange would relieve pressure on the County Road 4 interchange, and would better serve nearby industrial lands, and new residential development. Since the time the original EA/design studies were conducted, rapid suburban growth has occurred on the west end of Bradford. A carpool lot should be constructed at County Road 4 as previously mentioned. This would be beneficial, as residents from Innisfil and South Barrie could meet here with Bradford residents, and carpool to Downtown Toronto, and the eastern Greater Toronto Area via the new Bradford Bypass and Highway 404. Residents in Bradford close by to this carpool lot could also walk/bike (provided that a sidewalk is constructed with someone else, or to catch a GO bus or other public transportation. Carpool lots at other interchanges along the bypass route would not be beneficial. Bathurst Street should be assumed as a Regional Road by York Region between Queensville Sideroad and the new interchange upon completion and opening of the new highway. Although I assume that highway numbering is irrelevant to this study, the most logical highway numbering in my opinion would be Highway 488. I hope to see this proceed, as it would benefit the communities within the project area, as well as the greater region. I am excited to see what is next for this project ---Would you like to be added to the mailing list? --- Yes (please provide email address above) | <p>Hi [Redacted]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges and appreciates your detailed feedback and preferences on the refinement alternatives presented and the PIC material. We will consider these comments as the study progresses through Preliminary Design.</p> <p>The Preliminary Design and Environmental Assessment of the Bradford Bypass includes proposed interchanges at County Road 4, Bathurst Street and Leslie Street. These interchange locations were identified in the 2002 Approved EA which were developed, evaluated, and selected through the evaluation process.</p> <p>The traffic demand assessment carried out as part of this study confirmed the locations of the proposed interchanges would service the provincial needs. Interchange configuration refinements at the proposed locations within the Study Area are being considered during the current study based on 5 broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p> <p>It is noted that municipalities within the Study Area of the Bradford Bypass have generated Official and Transportation Master Plans based on the proposed Bradford Bypass as per the approved EA (2002) in order to address traffic demand as a result of population and employment growth projections. As a result, the Project Team will continue to engage municipalities and will support future municipal interchange initiatives.</p> <p>This Preliminary Design study will include the consideration of carpool lots within the proposed highway corridor. Several considerations will be identified when determining the feasibility, and if applicable, the location of a potential carpool lot. The Project Team will continue to assess the feasibility of incorporating carpool lots in the next design phase.</p> <p>At this time, a decision on the name of the proposed new highway has not been made.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-005 | | To: Project Team From: [Redacted] | Email | Will my property be affected by the proposed BBP? | 04-22-2021 | Was looking at the latest drawing of where the 404 will extend through and am curious if those houses that are included in that circle for the proposed interchange at Yonge and 8th line will be affected by this bypass? | <p>Hi [Redacted]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Circles drawn on maps/figures (such as the Study Area map shown at the following link: https://www.bradfordbypass.ca/2021/04/02/1-project-overview/) were developed to highlight the location of refinement areas along the Bradford Bypass corridor and do not represent right-of-way (ROW) limits of the proposed highway, within which the highway will be designed and constructed. The proposed refinement alternative for the County Road 4/Yonge Street interchange can be viewed as part of the PIC materials (https://www.bradfordbypass.ca/2021/04/12/15-county-road-4-interchange/) which show the approximate locations/orientations of the interchange gaps within the ROW. Please refer to the legends on the mapping which identify the line-type for the ROW limits.</p> <p>MTO will work directly with individual property owners regarding direct impacts to their property as a result of the proposed project. Individual meetings will be held between the Project Team and impacted property owners to discuss property-specific concerns and establish next steps.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-006 | | To: Project Team From: [Redacted] | Email | Proximity to a residential neighborhood | 04-22-2021 | I am hoping to obtain greater detail on the planned location of the bypass between the 8th line and 9th line (from yonge to 10th sideroad). I would like to know how far back the planned roadway will be with respect to the residential subdivision just south. Any details would be appreciated. Thanks, [Redacted] | <p>Hi [Redacted]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The centerline or 'middle' of the BBP will be approximately 50-60m from the edge of the right-of-way. The proposed alignment of the Bradford Bypass between 10th Sideroad and Yonge Street/County Road 4 is best shown in the Professor Jay Drive refinement alternative presented on the General Design Refinements page of the PIC materials (https://www.bradfordbypass.ca/2021/04/09/8-general-design-refinements/). Refinement alternative 1 proposes a slight northerly shift of the highway alignment, creating more separation between the highway and developed lands to the south of the highway right-of-way, compared to the 2002 Approved EA alignment.</p> <p>As you may be aware, the Ontario government 2021 Budget allocated funding for the Bradford Bypass early works, which includes a grade separation at County Road 4/Yonge Street.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-007 | | To: Project Team From: [Redacted] General Public | Email | Add to CL | 04-22-2021 | Hello, [Redacted] would appreciate being added to the Mailing List for information about the 400-404 Link between Bradford West Gwillimbury and East Gwillimbury? Looking forward to attending the PIC Webinar presentation on May 18, 2021! Take care, stay safe. | <p>Hi [Redacted]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-007 Cont. | | To: Project Team From: [Redacted] General Public | Email | Support for the BBP | 04-28-2021 | This project will improve the delivery of my organization's programs and/or services. Considering that I focus my business efforts between the Towns of Bradford West Gwillimbury, East Gwillimbury, Newmarket, the 400-404 Link will cut my travel time down thereby reducing my emissions from my car/truck, reducing fuel consumption thus, helping to improve the environment. I and Fuel Cell Electric Vehicles become available in the market, I am going to continue to drive my Internal Combustion Engine Vehicles. The infrastructure for Electric Vehicles just isn't there yet! Despite the Climate Change Fanatics, the Oil & Gas Industry is here to stay, with Wind & Solar Energy coming on board from Companies in the Oil & Gas Industry to add to their products & services but, this won't happen by 2030 like the Climate Change Fanatics think, it will take until 2100 before the Renewable Energy Sector compliments the Oil & Gas Sector. | <p>Hi [Redacted]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. The Project Team acknowledges and appreciates your expressed support for the Bradford Bypass. Thank you for providing additional information on how this project will benefit your organization.</p> <p>Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>Thank you again for your support and we look forward to your future participation in this study. As part of this, we encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p> |

| Reference # | Assigned To | To/From (Organization) | Format (Email, Phone, Fax) | Topic/Theme | Date Comment/Question/Request Received | Comment/Question/Request | Project Team Response |
|-------------------|-------------|---|----------------------------|--|--|--|--|
| CT-PIC1-008 | | To: Project Team From: [REDACTED] | Email | Proximity to a residential neighborhood Noise Impacts | 04-22-22 | Hi there, there has been anticipation and also concern regarding the bypass amongst the [REDACTED] organization and a consensus has been started, a few major concerns are constant and common in our meetings. [REDACTED] has previously attended our property to discuss and photograph concerns regarding tree canopy, proximity of bypass to existing homes be a worry and the dated/out of current code sound barrier fence wall that currently is existing. The overall feeling amongst households is a concern that the bypass will be too close and will destroy current habitat in the fields and trees behind, and also a major concern is noise levels. How close will this bypass be to our homes? What is being planned to reduce noise levels? What are the plans to conserve the tree line? As a representative for concerned [REDACTED] please contact me via email or phone. [REDACTED] [REDACTED] | <p>Hi [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The centerline or 'middle' of the BBP will be approximately 50-60m from the edge of the right-of-way. The proposed alignment of the Bradford Bypass and interchange refinement alternative at County Road 4/Yonge Street can be viewed as part of the PIC materials (https://www.bradfordbypass.ca/2021/04/09/09-general-design-refinements/). This image shows the approximate location of the alignment and interchange ramps in proximity to the Wyman Crescent subdivision to the south. Refinement alternative 1 proposes a slight northerly shift of the highway alignment, creating more separation between the highway and developed lands to the south of the highway right-of-way, compared to the 2002 Approved EA alignment.</p> <p>A Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barrier walls, where the proposed improvements to the Project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted as part of the design, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide. Construction-specific noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>In addition to current guides and best management practices, MTO is continuously finding innovative opportunities to address noise mitigation through engineering of various types and enhancements of pavement materials and pavement structures which will be factored into the appropriate design phase.</p> <p>The Project Team will work closely with municipalities, the MECP, the MNRF, and Conservation authorities to discuss mitigation and potential requirements for overall benefit measures to the landscape surrounding the Bradford Bypass, as a result of potential impacts to the natural environment, including woodlots and tree lines.</p> <p>As part of this Preliminary Design study, MTO will develop a preliminary landscape plan for the refined alternative through consultation with local municipalities and regulatory agencies. The landscape plan will address both municipal and natural environmental requirements and provide preliminary landscaping mitigation, compensation or enhancements within the project corridor to support the Ministry's mandate towards meeting climate change and sustainability requirements.</p> <p>The highway and landscape design will be a collaborative process where the public and community members play an important role. We welcome your input and feedback on the preliminary landscaping design, which will be considered along with design considerations from environmental studies and engineering design elements. Environmental studies document existing conditions and land uses to develop appropriate recommendations for the conceptual landscape plan. The plan will be fully integrated with design components, including interchanges, bridges/culverts, stormwater management, and the main highway corridor. Landscaping is further integrated as part of environmental mitigation in sensitive natural and cultural heritage areas, considers aesthetics within various communities, and provides plantings that benefit snow drift and noise mitigations.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you and members of your community to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-009 | | To: Project Team From: [REDACTED] | Email | Recommendations on the Design Alternatives | 04-22-2021 | Good evening, I read about the public consultation for the project in the Newmarket Today and offer three suggestions. I support Deputy Mayor Leduc suggestion to change the name of the project from "Bradford Bypass" to "400-404 Link". The project includes five interchanges at Highway 400, County Road 4 (Yonge Street), Bathurst Street, Leslie Street and Highway 404. Grade-separated crossings are planned for 10th Sideroad, Professor Day Drive and Artesian Industrial Parkway/CN Rail line in Bradford. I suggest the Leslie Street interchange be relocated west to the second concession. Twenty years ago, the Leslie interchange made sense. Today second concession is an excellent arterial road. East Gwillimbury is growing significantly between Leslie and Yonge. The four lanes on Second concession should be extended from Mount Albert Rd. to the new link. Second concession is about half-way between the Bathurst interchange and the Link-404 interchange. This interchange would relieve the growing traffic on Green Lane and provide excellent access to central Newmarket from the Link. It also would reduce growing traffic on Yonge that will increase between Bathurst and Green Lane. The exchange at Leslie is problematic in the Sharon Village area - Leslie on Mount Albert. Moving the interchange west to second concession eliminates the need to upgrade Leslie to a proper arterial road. If users of the new link are going to Newmarket, they are likely to go to 404 and go south and exit at Green Lane or Davis. The second concession interchange would positively impact traffic flow in these areas. In addition it is desirable to include the building north side of the interchange at Mulock in the project, otherwise, traffic will increase on Davis westbound and Leslie southbound. Thank you for the opportunity to comment. | <p>Hi [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges and appreciates your detailed feedback and preferences on the PIC materials and the refinement alternatives presented.</p> <p>At this time, a decision on the name of the proposed new highway has not been made.</p> <p>The Preliminary Design and Environmental Assessment of the Bradford Bypass includes proposed interchanges at County Road 4, Bathurst Street and Leslie Street. These interchange locations were identified in the 2002 Approved EA which were developed, evaluated, and selected through the evaluation process.</p> <p>The traffic demand assessment carried out as part of this study confirmed the locations of the proposed interchanges would service the provincial needs. Interchange configuration refinements at the proposed locations within the Study Area are being considered during the current study based on 5 broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p> <p>It is noted that municipalities within the Study Area of the Bradford Bypass have generated Official and Transportation Master Plans based on the proposed Bradford Bypass as per the approved EA (2002) in order to address traffic demand as a result of population and employment growth projections. As a result, the Project Team will continue to engage municipalities and will support future municipal interchange initiatives.</p> <p>Improvements to, and/or widening of, municipal/regional roads will be further considered and implemented by York Region and East Gwillimbury and are not being considered as part of this Preliminary Design and EA study at this time.</p> <p>The Bradford Bypass and associated interchanges will be designed based on current MTO design standards.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-009 Cont. | | To: Project Team From: [REDACTED] | Email | Support for the BBP | 04-24-2021 | I will frequently use the 400-404 Link | <p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> |
| CT-WEB-002 | | To: Project Team From: [REDACTED] | Q and A | Name of the BBP | 05-18-2021 | Why do the AECON folks call the project the 400-404 Link, but the MTO folks continue to call it the Bradford Bypass? The project should have one name -- 400-404 Link | <p>"See response above"</p> |
| CT-WEB-002 | | To: Project Team From: [REDACTED] | Q and A | Name of the BBP | 05-18-2021 | The initial EA was a long time ago. MTO has new standards for 400 series highways. Will the project be built to the latest standards or those in place at the time of the EA? | <p>"See response above"</p> |
| CT-WEB-002 | | To: Project Team From: [REDACTED] | Q and A | Name of the BBP | 05-18-2021 | Will consider of moving the interchange at Leslie Ave to 2nd Concession be considered as an alternative in the environmental study? | <p>"See response above"</p> |
| CT-PIC1-010 | | To: Project Team From: [REDACTED] | Email | Noise Mitigation Measures Proximity to a residential neighborhood | 04-22-2021 | reviewed all the info posted on the Bradford Bypass website for the Public Information Center 1. I have some questions regarding the alignment of the bypass in relation to the residential properties in Chelsea Cres. 1. I see the alignment of the Bypass has been moved North by 10m of Chelsea Cres. What will be the exact distance between the end of the residential properties and the Bypass roads? 2. Will there be any sound barriers or retaining walls built in this section behind Chelsea Cres? 3. Will the Bypass be built below grade so that there is a hill that acts as a natural sound barrier? see on the site it mentions that there will be underpass at Professor Day drive. Does this mean that the portion of the bypass behind Chelsea Cres will in fact be lower than the grade of Chelsea Cres? Thanks. | <p>Hi [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The centerline or 'middle' of the BBP will be approximately 50-60m from the edge of the right-of-way. Refinement alternative 1 proposes a slight northerly shift of the highway alignment, creating more separation between the highway and developed lands to the south of the highway right-of-way, compared to the 2002 Approved EA alignment. The refinement of the highway alignment considers environmental and engineering design constraints. The preferred alternative to the preliminary design with details in the area of Chelsea Crescent will be presented at PIC #2, and available for public review and comment. Building upon the preliminary design and environmental assessment study, further refinement of the design will be carried out and finalized during the detail design phase.</p> <p>A Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barrier walls, where the proposed improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide.</p> <p>Construction-related noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>In addition, the Ministry is continuously finding innovative opportunities to address noise mitigation efforts through engineering of various types and enhancements of pavement materials and pavement structures which will be factored into the appropriate design phase.</p> <p>It is noted that the proposed overpass and underpass design/locations are preliminary in nature at this time and are subject to change during development of the Preliminary Design as well as subsequent phases of design. The freeway crossings of Professor Day Drive and County Road 4/Yonge Street are currently planned as underpasses, and the existing berm north of Chelsea Crescent is anticipated to act as a natural noise barrier.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-011 | | To: Project Team From: [REDACTED] General Public | Email | Support for the BBP | 04-22-2021 | Will consider of moving the interchange at Leslie Ave to 2nd Concession be considered as an alternative in the environmental study? | <p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-012 | | To: Project Team From: [REDACTED] | Email | Support for the BBP | 04-23-2021 | Good morning, I am all for the bypass, I have lived in Bradford for 42 years and I am sick of travelling through Newmarket and Bradford road [REDACTED] to get to the highway. So many people complain that there is only one way into town, now there I will be another way. Also the amount of people that complain about the traffic coming into Bradford from Newmarket, this will solve that too. I think it's a brilliant idea to connect the highways. I can't wait for the construction to begin. Thank you Sent from my iPhone | <p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-013 | | To: Project Team From: [REDACTED] General Public | Email | Opposition for the BBP | 04-23-2021 | Hi, Based on the feedback provided by [REDACTED] and my own opposition to highway infrastructure in this location, I want to express my strong opposition to this project. The environmental argument that project proponents are pushing that the highway will reduce congestion, is flawed. Building additional highway capacity does not improve congestion and there is relevant research to support this. The logic that building highways solves congestion is outdated in my opinion. I am expressing my position to be recorded under public feedback. Thanks. [REDACTED] | <p>Hi [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges your opposition to the project. These comments will be recorded as part of the public record for the PIC and the Preliminary Design Study.</p> <p>MTO is undertaking a Traffic Study as part of the Preliminary Design and EA study. Travel time savings and projections were calculated using the Provincial Greater Golden Horseshoe Model (GGHM) by comparing scenarios with and without the Bradford Bypass corridor in place. This assessment includes various key origin and destination locations within the corridor including municipal centres in the region. The model accounts for population and employment targets by region, as identified in the Places to Grow Act.</p> <p>Scenarios include: Existing Conditions Network, 2041 No Build Scenario, and 2041 Build Scenarios. Travel times under each scenario are calculated and compared to obtain the anticipated travel time savings. To clarify, travel time savings are not an average of 35 minutes, but rather a range between 10-35 minutes. Travel time savings are calculated utilizing the scenarios above based on the time of day and key origin and destination locations identified using an area-wide transportation model (with a 2041 horizon year).</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |

| Reference # | Assigned To | To/From (Organization) | Format (Email, Phone, Fax) | Topic/Theme | Date Comment/Question/Request Received | Comment/Question/Request | Project Team Response |
|-------------------|-------------|--|------------------------------|--|--|--|---|
| CT-PIC1-014 | | To: Project Team From: [Redacted] General Public | Email | Accessing PIC 2 Proximity to a residential neighborhood More information on proposed designs | 04-23-2021 | I was wondering how to access the web session, as I have an older pc, and am not very knowledgeable on the iPad, (only used for emailing, surfing the net, and ebooks). I would like to see the design of the Leslie Street ramps specifically, as this is to be built less than 1 km from my house, and go through farmland that has been in families for generations. Please how I can participate in the May 18 webinar. Thank you very much [Redacted] Sent from my iPad | Hello [Redacted] Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/ . The proposed alignment of the Bradford Bypass and interchange refinement alternatives at Leslie Street can be viewed as part of the PIC materials (https://www.bradfordbypass.ca/2021/04/12/17-leslie-street-interchange/). A Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide. As a commitment of the 2002 Approved EA and required under the Greenbelt Plan (2017), an Agricultural Impact Assessment will be undertaken to the existing standards and with reference to the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) Draft Agricultural Impact Assessment (AIA) Guidance Document (March 2018). This assessment will identify potential impacts to agricultural lands and recommend mitigation measures to minimize these impacts. Construction-related noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide. In addition, the Ministry is continuously finding innovative opportunities to address noise mitigation through engineering of various types and enhancements of pavement materials and pavement structures which will be factored into the appropriate design phase. At this time, no decision has been made at this time regarding designation of the Bradford Bypass as a toll freeway. We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. |
| CT-PIC1-014 Cont. | | To: Project Team From: [Redacted] General Public | Email | New Stakeholder Comment Form | 04-23-2021 | Request to be added to CL. Request to make the BBP a toll route Noise Mitigation Measures | During the pic1 presentation, the pictures of the on off ramps were very small, and could not see very well, and could not expand. I am concerned with the ramps affecting Leslie Street, as we have high traffic now, and we can hear the noise of the traffic from Highway 404 with our windows closed. We have issues with speeding in our area, and York Region Police are always pulling cars over in front of my house for speeding. We also have a Montessori school less than 1 kilometre from the proposed intersection. I would like to see this road tolled, money going to protect our wetlands, and our river from salt, brine, as our roads are heavily salted. The speed set no more than 70 or 80 kilometres per hour. We also want noise buffers installed to provide existing long term residents do not have to hear cars and heavy truck tire whirring all hours of the night, which wake us up. We cannot sleep and leave our windows open as the noise at rush hour 4-8 am is deafening. |
| CT-PIC1-015 | | To: Project Team From: [Redacted] New Stakeholder Comment Form | New Stakeholder Comment Form | Opposition and Concern with the BBP | 04-24-2021 | On April 18 we sent an email to the Project Team and to Minister Caroline Mulroney outlining our concerns and the lack of clarity from the Project Team. We so far have heard from a representative from Minister Mulroney but have not had a response from the Project Team ?? Our position was made clear in our email and we await your response.7 | *Response to [Redacted] being drafted by MTO 2021-05-10 |
| CT-PIC1-016 | | To: Project Team From: [Redacted] | Voicemail | Opposition and Concern with the BBP | 04-24-2021 | Summary of Voicemail: [Redacted] left a voice message on the toll-free line [Redacted] wanted to talk about the bypass. [Redacted] noted she doesn't think it is located properly and believes that it should be further north, north of 89 where the congestion starts, including where Bradford Street gets clogged up. She doesn't believe the bypass is going to help because the issue with traffic is those travelling north to Barrie. [Redacted] also expressed concern with having the bypass go through the Marsh as there is a bird sanctuary, a lot of sensitive areas, it is a run off, and protects from the melt [Redacted] down the hills from the former glaciers. [Redacted] expressed she is not happy that it has been pushed ahead. [Redacted] believes it should be much further north between Innisfil and Barrie. [Redacted] expressed that nobody addressed the fact that Bradford Streets are clogged when there are issues on the highway with people from the highway with people trying to cut through and go north on Yonge Street. [Redacted] would like her input to be considered. Key Concerns/Comments: Consideration for a different location and alignment for the highway, preferring a location to the north (Innisfil and Barrie) Traffic and congestion Consideration for birds, sensitive areas and the watershed (surface water) | Good afternoon. Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/ . The selected route for the Bradford Bypass as documented in the Approved 2002 EA, was chosen, in part, to mitigate impacts to environmentally sensitive areas. Alternative routes to the north were considered at that time. The preliminary design and EA study will review the recommended plans of the 2002 approved EA alignment and develop design refinements and alternatives for the mainline alignment, interchanges and crossings. Alternative locations for the highway are not being considered as part of this study. As this EA study advances, the Project Team will carefully consider impacts to sensitive cultural and natural areas, including wildlife, wetlands, and wildlife habitat within the study area. We will continue to work with environmental agencies, municipalities, conservation authorities and other concerned stakeholders to identify principles and recommendations for mitigating the potential impacts along the highway corridor. The Preliminary Design will also consider minimizing impacts to wetland areas, which will also consider wildlife and wildlife habitat, through engineering refinements and consider the following approaches and strategies: Design refinements implemented in consultation with regulatory agencies including the Ministry of Natural Resources and Forestry and Conservation Authorities (for example: Lake Simcoe Region Conservation Authority, Nottawasaga Valley Conservation Authority) to minimize potential impacts, supplement these refinements and develop appropriate mitigation strategies; Adherence to conditions of environmental approvals applicable to project elements that interact with or influence provincially significant wetlands; Surface water conveyance and management measures; Strategic plantings to enhance the performance of proposed drainage and storm water management measures; Erosion and sediment control measures to be implemented during construction; Restricting construction-related activities to avoid sensitive periods for aquatic and wildlife species during life cycle stages; Measures for spill control/containment/emergency plans; and A construction inspection and monitoring plan, including use of qualified personnel, reporting and response procedures. In addition, the Project Team will work to understand and avoid where possible any potential impacts to species at risk within provincially significant wetland areas. Should potential impacts be confirmed to threatened or endangered species, the ministry will work with the MECP to obtain a permit under the Ontario Endangered Species Act. The permitting process may include additional mitigation and / or monitoring conditions, and consultation requirements as environmental conditions to the project. In recognition of your concerns about congestion and traffic, MTO is aware that even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). For Ontarians in 2051, average travel speeds are expected to be 16 per cent slower when compared to 2016. This new transportation corridor will relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and support projected urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404. Motorists and trucks are anticipated to see more than a 60 per cent savings in travel time when using the new freeway compared to existing routes along local roads, saving up to 35 minutes each way. Travel time savings and projections were calculated using the Provincial Greater Golden Horseshoe Model (GGHM) by comparing scenarios with and without the Bradford Bypass corridor in place. This assessment includes various key origin and destination locations within the corridor including municipal centres in the region. The model accounts for population and employment targets by region, as identified in the Places to Grow Act. We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available. |
| CT-PIC1-016 Cont. | | To: Project Team From: [Redacted] | Voicemail | Opposition and Concern with the BBP | 04-24-2021 | [Redacted] left a second message on the toll-free line. Her phone number is [Redacted] noted she would also like to point out that Bradford is a growing city and has its own issues in terms of infrastructure and roads and the highway is not going to help them. If there are problems on the 400 highway which there are often, they will be plagued with surplus traffic that they cannot handle. [Redacted] noted they are beginning to not be able to handle their own traffic. She expressed she believes it's a mistake and thinks city council is making a mistake here as well. Key Issues: traffic concerns Opposed to the project | *See Response Above [Redacted] [Redacted] |
| CT-PIC1-017 | | To: Project Team From: [Redacted] General Public | Email | Support for the BBP | 04-25-2021 | We're so happy and excited for this highway to go up finally! When is the expected start time? And where would we be able to see updates on the project? | Hello [Redacted] Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. The Project Team acknowledges and appreciates your expressed support for the Bradford Bypass. Preliminary Design for the overall Bradford Bypass project is anticipated to be completed in early 2023. Detail Design and Construction will follow, subject to funding and approvals. The Project Team is also identifying opportunities for early works - Advanced Contracts as part of this project. Some preliminary early works activities that are currently being considered could include: new bridge construction (excluding watercourse crossings), bridge replacement or expansion, and utility relocation. As you may be aware, the Ontario government 2021 Budget allocated funding for the Bradford Bypass early works, which includes a grade separation County Road 4/Yonge Street. Prior to the commencement of any early works, MTO is still required to gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, and document decision-making. Other provincial and federal legislative and permitting processes would still apply. We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/ . If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. |
| CT-PIC1-018 | | To: Project Team From: [Redacted] Ford- General Public | Email | Land Expropriation Purchasing of Land | 04-26-2021 | Hello, Has any work been completed yet on expropriation of land? Is there any estimate of the amount of land that would need to be expropriated and cost? What is the legislative process that will be followed to expropriate land? Has the MTO considered purchasing any lands in advance should they come up for sale and be required for the proposed highway route? Are there any studies or publicly available records of land currently owned by the MTO in the vicinity of the proposed route? Are there any Conservation Authority owned lands that will need to be expropriated? Thank you, [Redacted] | Hello [Redacted] Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/ . There are an estimated 80 private properties that will be partially or fully impacted by the Bradford Bypass expansion project. As part of the Preliminary Design, MTO will meet with individual landowners through 2021 and early 2022 to discuss potential or expected impacts to individual properties, working with them to understand their individual concerns and identify opportunities to mitigate impacts. Where appropriate and where there is an identified need, MTO has begun the process of acquiring lands from willing sellers. With respect to the purchase of properties, it is the MTO's preferred approach to negotiate in good faith with owners as early as possible to reach amicable agreements for the acquisition of any properties needed to support important infrastructure improvements like this. Expropriation is only used when agreements can't be reached within suitable project timeframes. MTO has established an alternate process to the former Hearings of Necessity for receiving comments from property owners about a proposed expropriation and for considering those comments. Under this process, any owner of lands who was served a notice of expropriation is given the opportunity to comment on the proposed expropriation. They can do so by submitting comments about the proposed expropriation to the Assistant Deputy Minister, Transportation Infrastructure Management Division, within thirty days of receiving the notice. Individuals can review property records of lands within the vicinity of the proposed Bradford Bypass alignment through their local Land Registry Office. Throughout the study the Project Team will continue to consult with both the Nottawasaga Valley Conservation Authority (NVCA) and Lake Simcoe Region Conservation Authority (LSRCA) where the project crosses through their respective watersheds and Ontario regulated limits. Based on current property ownership information, there are no NVCA- or NVCA-owned properties within the project corridor. As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. |
| CT-PIC1-019 | | To: Project Team From: [Redacted] | Email | Opposition of the BBP | 04-26-2021 | Hello Project Team, Thank you for your email. Your email is a form email that I have already received and it does not answer any of the questions I asked. Please answer my questions. | *Have since responded to these comments |
| CT-PIC1-020 | | To: Project Team From: [Redacted] | Email | Add to Contact List | 04-26-2021 | Pls add both below email addresses to the list. We live on [Redacted] if it matters and the bypass is planned to be right behind the house/property far as I know. [Redacted] [Redacted] Thanks. [Redacted] | Hello [Redacted] Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study. PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021. PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website. For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience. We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Sincerely, [Redacted] |
| CT-PIC1-021 | | To: Project Team From: [Redacted] and [Redacted] | Email | Add to Contact List | 04-26-2021 | Good Day [Redacted] and [Redacted] My family and I live within the study area [Redacted] Please include us in the PIC Webinar presentation on May 18, 2021 Thank You [Redacted] | Hello [Redacted] Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study. PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021. PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website. For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Sincerely, [Redacted] |

| Reference # | Assigned To | To/From Organization | Format (Email, Phone, Fax) | Topic/Theme | Date Comment/Question/Request Received | Comment/Question/Request | Project Team Response |
|-------------------|-------------|--|------------------------------|--|--|--|---|
| CT-PIC1-022 | | To: Project Team From: [Redacted] | Email | Recommendation on Alternatives | 04-27-2021 | <p>Bradford Bypass Project Team:</p> <p>[Redacted] has been retained by the property owner of [Redacted] to provide transportation consulting services. Our scope of work at this time is focused on the impact on our client's property, of the future Bradford Bypass at Highway 400, in addition to options for future access if the property were to be developed into employment lands.</p> <p>We have reviewed the four Highway 400 refinement alternatives presented on the Bradford Bypass Project Website and we appreciate the opportunity to provide the following comments:</p> <p>Although the property required by our client appears to be relatively similar between each of the 4 alternatives, it would be appreciated if the Bradford Bypass Project Team could provide us with the amount of property required from our client for each alternative, such that we have a better understanding with respect to how the project will impact future development opportunities.</p> <p>Alternatives 1 & 2: (Basket Weave) As the basket weave design for these options does not allow access to Highway 88 for westbound vehicles from the Bypass, we are concerned that the limited access at Highway 88 would require westbound vehicles from the Bradford Bypass to travel 3 km further south on Highway 400 and exit the highway at the interchange at Line 5 and then backtrack north to our client's property. It would be inefficient and time consuming for westbound vehicles on the Bradford Bypass to access our client's site and may encourage motorists to exit the Bradford Bypass before Highway 400 to find a more efficient route.</p> <p>Alternatives 3 & 4: (Continuous Weaving Lane) As these alternatives allow access to Highway 88 for westbound vehicles from the Bypass, these alternatives provide more convenient access to our client's property. For this reason, our client's preference is either Alternative 3 or 4 (Continuous Weaving Lane) dependent on property requirements.</p> <p>We look forward to attending the Public Information Centre on May 18th. We have no further comments or concerns at this time.</p> <p>Thank you again for the opportunity to provide this feedback.</p> | <p>Hello [Redacted]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team thanks you for the opportunity to meet with you and your client on Friday May 21, 2021. Based on this meeting, the Project Team understands the following to be the key items discussed during the meeting.</p> <p>[Redacted] noted preference for Alternative Refinement 3 for the Highway 400 Interchange as this requires the least amount of property and maintains access to Highway 88. Public Information Centre (PIC) #2 will be held in Fall of 2022 with the filing of the Transportation Environmental Study Report anticipated to be end of 2022. Project Team will confirm how much property will be required once preferred alternative is selected and right-of-way/grading requirements are known. An appraisal and negotiations will follow.</p> <p>MTO will work directly with individual property owners regarding direct impacts to their property as a result of the proposed project. Individual meetings will be held between the Project Team and impacted property owners to discuss property specific concerns and establish next steps.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We look forward to working with yourself and your client moving forward. Please feel free to reach out to the Project Team should you have any further questions.</p> |
| CT-PIC1-022 Cont. | | To: Project Team From: [Redacted] | Email | Confirmation of Receipt of Comments | 04-27-2021 | <p>Good afternoon,</p> <p>If you could please confirm that I followed the correct process to submit the comments below, that would be great.</p> <p>Thank!</p> <p>[Redacted]</p> | <p>Good Morning [Redacted]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We can confirm that your comments have been received by the Project Team. Your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> |
| CT-PIC1-023 | | To: Project Team From: [Redacted] | Email | Add to CL | 04-27-2021 | <p>Good morning</p> <p>Please place me on the mailing list for the Bradford Bypass.</p> <p>[Redacted]</p> <p>Thank you.</p> <p>[Redacted]</p> | <p>Hello [Redacted]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> |
| CT-PIC1-024 | | To: Project Team From: [Redacted] | New Stakeholder Comment Form | Add to CL | 04-27-2021 | <p>*Add to CL</p> <p>Would like to understand more of the status of the project.</p> | <p>Hello [Redacted]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> |
| CT-PIC1-025 | | To: Project Team From: [Redacted] General Public | Email | Impacts of COVID-19 on traffic projections | 04-27-2021 | <p>What impact will COVID 19 have on the commute patterns in the future, if people continue to work from home? Let's focus on what is important, which is the health of our citizens. Time to rethink priorities.</p> <p>[Redacted]</p> | <p>Hello [Redacted]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Simcoe County is expected to experience rapid population growth over the next 10 years, with the Regional Municipality of York growing to 1.79 million by 2041. Building the proposed Bradford Bypass is necessary to relieve existing congestion on local east-west local roads and to address the expected long-term travel demand in the area.</p> <p>Even with all currently planned transportation and transit investments and an anticipated increase in the number of people working remotely, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). For Ontarians in 2051, the average travel speeds are expected to be 16 per cent slower when compared to 2016.</p> <p>Congestion costs Ontario billions in lost productivity, adds to the costs of goods and creates harmful carbon emissions. Ontario needs new infrastructure to help move people and goods or the region will quickly become overwhelmed.</p> <p>MTO is undertaking a Traffic Study as part of the Preliminary Design and EA study. Travel time savings and projections were calculated using the Provincial Greater Golden Horseshoe Model (GGHM) by comparing scenarios with and without the Bradford Bypass corridor in place. This assessment includes various key origin and destination locations within the corridor including municipal centres in the region. The model accounts for population and employment targets by region, as identified in the Places to Grow Act.</p> <p>Scenarios include: Existing Conditions Network, 2041 No Build Scenario, and 2041 Build Scenarios. Travel times under each scenario are calculated and compared to obtain the anticipated travel time savings.</p> <p>This new transportation corridor is expected to relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and support projected urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404. Motorists and trucks are anticipated to see more than a 60 per cent savings in travel time when using the new freeway compared to existing routes along local roads, saving up to 35 minutes each way.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> |
| CT-PIC1-026 | | To: Project Team From: [Redacted] General Public | Email | BBP Impacts on Natural Environment | 04-27-2021 | <p>Hello, I was walking at Scarlon Creek this week and came across this information about the valley and water quality. I read that the initial environmental assessment for the Bradford Bypass project concluded there would be severe impacts to water quality. How will the Bradford Bypass affect the water and the valley at Scarlon Creek given this sign states that pollutants from outside the conservation area are flushed to the bottom of the valley?</p>  <p>Webinar Question: Is the 10th side road overpass a new addition to the design? Why is another overpass being included here?</p> | <p>Hello [Redacted]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/. This letter provides information in response to your question on April 27th during the PIC review period, as well as the two questions you submitted during the webinar.</p> <p>The EA approved in 2002 was conditional and done at a planning level of detail. The EA required the proponent to complete additional studies to address specific concerns – among them, included general conditions related to the commitments made in the EA and requirements for future EA phases, applied mitigation conditions during the design phase pertaining to several environmental factors, including stormwater and groundwater, as well as future monitoring of commitments and conditions.</p> <p>As part of our ongoing commitment to understand the relationship between the project and the environment, MTO is undertaking current environmental studies in accordance with the MTO Class EA and present day environmental legislations, to document existing conditions, identify design constraints, potential impacts and develop mitigation measures and strategies to be carried forward through design and construction of the project. These environmental studies will consider: agriculture, air quality, archaeology, cultural and built heritage, contamination and waste management, drainage & hydrology, erosion and sediment control, groundwater, fisheries, fluvial geomorphology, human health, landscaping, land use and property impacts, noise & vibration, terrestrial ecosystems, snow drift, species at risk, and surface water & stormwater management.</p> <p>The Bradford Bypass is located primarily within the Lake Simcoe Region Conservation Authority (LSRCA) regulation limits, south of Lake Simcoe. For those stormwater management facilities that may occur within the jurisdiction of the Nottawasaga Valley Conservation Authority (NVCA) and potentially influence the watershed, the MTO will apply NVCA water quantity and quality control guidelines.</p> <p>The project will not directly impact Lake Simcoe or Scarlon Creek, however, MTO will assess impacts with respect to the Lake Simcoe Protection Act and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures. Additionally, the MTO will evaluate the fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures. The studies will be undertaken to satisfy the MTO Environmental Reference for Highway Design, Highway Drainage Design Standards, Drainage Management Manual and other provincial and regulatory requirements.</p> <p>The Project Team will undertake drainage and hydrology engineering studies to develop an efficient and effective drainage system for the freeway, while addressing potential impacts relative to runoff and the change in impervious cover in consultation with conservation authorities and provincial agencies. Findings from previous studies will be factored into the Preliminary Design for drainage and stormwater management.</p> <p>It is expected that several stormwater management ponds will be required as part of the design to meet the MTO Highway Design Standards and the very stringent LSRCA requirements for water quantity and quality control of discharges to Lake Simcoe, within the jurisdiction of the LSRCA.</p> <p>The Ministry of Environment Conservation and Parks (MECP) has been evaluating an exemption to the Class EA for the Bradford Bypass (https://ero.ontario.ca/hotcoa019-1883). The MECP is considering the results of consultation on a regulatory proposal for a streamlined process to complete the EA, tailored to the specifics of the project and the procurement and delivery models planned. The regulation, if approved, will still require MTO to gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous peoples, and document decision-making. Other provincial and federal legislative and permitting processes would still apply. Please refer to MECP for details on the regulatory proposal.</p> <p>The proposed overpass structure at 10th Sideroad represents the recommended bridge structure type required to carry the proposed Bradford Bypass across 10th Sideroad. This crossing is not a new addition to the design. It represents a design refinement, which determines if the grade-separated crossing structure (bridge) would be an overpass (freeway going over) or an underpass (freeway going under), allowing the freeway to best fit within the topography of the area and meet design requirements for the freeway and local roads.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> |
| CT-PIC1-027 | | To: Project Team From: [Redacted] | Email | Add to CL | 04-28-2021 | <p>Hello, I would like to sign up as a stakeholder to receive meeting information and project updates. Thank you for your time.</p> | <p>Hello [Redacted]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> |

| Reference # | Assigned To | To/From (Organization) | Format (Email, Phone, Fax) | Topic/Theme | Date Comment/Question/Request Received | Comment/Question/Request | Project Team Response |
|-------------|-------------|---|------------------------------|--|--|--|---|
| CT-PIC1-028 | | To: Project Team From: [Redacted] General Public | Email | Concern Regarding Speeds on the BBP Noise Concerns | 04-28-2021 | <p>Hello,</p> <p>I wanted to provide just two pieces of feedback that would mitigate concerns for me. I wasn't sure how to bring this information forward as the form online is targeted towards organizations and not residents.</p> <p>I would like to see this highway have a lower speed limit than other 400 series routes due to its proximity to town. Something like the section of controlled access highway 7. Additionally I feel that sound will be a huge concern especially with so many interchanges for such a short stretch of road. Sound barriers should be considered across the entire length of the highway and especially at interchanges in town as transport trucks using engine breaks and try to accelerate is very loud.</p> <p>Thank you,</p> <p>[Redacted]</p> | <p>Hello [Redacted]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges your comments regarding the speed limit on the proposed Bradford Bypass. As part of the current Preliminary Design study the Project Team is reviewing the recommended plans of the 2002 approved EA mainline alignment, interchanges, and crossings in accordance with current Highway Design and Safety standards. The posted speed for the Preferred Alternative of the Bradford Bypass and the corresponding posted speed limit will be set in accordance with various components such as the classification of the freeway, design, and safety standards.</p> <p>A Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide.</p> <p>Construction-related noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>In addition, the MTO is continuously exploring innovative opportunities to address noise mitigation efforts through engineering of various types and enhancements of pavement materials and pavement structures which will be factored into the appropriate design phase.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-029 | | To: Project Team From: [Redacted] General Public | New Stakeholder Comment Form | Concern with Potential Cancellation of Project | 04-28-2021 | <p>*Add to CL</p> <p>Hello if this project is not started prior to the next provincial election and the Conservative Government is not re-elected, what will happen to this bypass? If there is some progress and election time comes... if there is a new government elected, are they obligated to continue building the bypass or will it be "cancelled again", will this be a toll highway? If so will the toll be cancelled after the highway is paid for? Thank You</p> | <p>Hello [Redacted]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Ministry is proceeding with the Preliminary Design Study, which is planned to be completed at the end of 2022, early 2023. Project-related decisions resulting from a change in government are not known at this time.</p> <p>At this time, no decision has been made regarding designation of the Bradford Bypass as a toll freeway.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-030 | | To: Project Team From: [Redacted] | New Stakeholder Comment Form | Add to CL | 04-28-2021 | <p>*Add to CL</p> <p>Reduce traffic in Bradford and Green Ln in Newmarket and reduce shipping and travel time traveling east/west</p> | <p>Hello [Redacted]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> |
| CT-PIC1-031 | | To: Project Team From: [Redacted] General Public | New Stakeholder Comment Form | Concern with Environmental Impacts of the BBP Concerns regarding noise mitigation | 04-28-2021 | <p>Firstly, it's shameful that nearly 20 years have passed since the original EA and therefore no alternative routes north or south are being considered. If it's a bypass, are all of the intersections required? Loss of Bathurst St intersection would reduce impact on woodland, for example.</p> <p>Some more specific points about sections -</p> <p>Road should be pushed further north from Wyman Crescent and Chelsea Crescent - smaller loss of wooded area, and would allow for a larger buffer with noise walls/trees/landscaping for the adjacent residential uses. Such a move slightly north would also decrease loss of wooded habitat west of Chelsea Crescent.</p> <p>Bridge crossings - Noise walls on bridge parapets, to reduce noise/light spill to habitats? Potential of pedestrian bridges at these locations?</p> <p>I'd welcome some additional woodlots throughout the corridor area - purchasing existing woodlots for their protection and planting new ones.</p> <p>With regard to the loss of woodland around Holland River crossing - purchase additional agricultural land for woodland planting either adjacent to highway or further north/south.</p> <p>Other general improvements to the local roads - investigate slowing local traffic, roundabouts, improved pedestrian crossings, road safety audits etc. If "through traffic" is being removed by this bypass, improve the roads that will remain.</p> <p>More information please on protecting the amenity for local residents (noise walls and landscaping etc), environmental mitigation (landscaping, additional tree planting and wildlife crossings) and other improvements for the local area.</p> | <p>Hello [Redacted]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Refinement of the freeway alignment within the study limits and consideration of the freeway's proximity to existing and approved developments is underway. Localized and minor alignment shifts may be considered as part of this study based on the outcome of environmental studies and consultation; however, the location of the Bradford Bypass corridor was selected during the 2002 Approved EA study in consideration of a number of factors, and therefore, alternative routes for the freeway are not being considered as part of this study.</p> <p>This alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act, as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>Proposed interchanges were identified and selected during the 2002 Approved EA study to allow improved access to the freeway to local residents and visitors to the local communities. The Project Team continues to engage with local municipalities to gain feedback on the locations and designs of the proposed interchanges within the project corridor to ensure that they are in line with municipal and regional initiatives and goals.</p> <p>Under the Preliminary Design and Environmental Assessment study of the project, we are reviewing refinement alternatives and designs, including the proposed design for the Bathurst Street interchange. More information on this interchange can be viewed here: https://www.bradfordbypass.ca/2021/04/12/16-bathurst-street-interchange/.</p> <p>The centreline or "middle" of the BBP will be approximately 50-60m from the edge of the right-of-way. Refinement alternative 1 proposes a slight northerly shift of the freeway alignment in proximity to Wyman Crescent/Chelsea Crescent, creating more separation between the freeway and developed lands to the south of the freeway right-of-way, compared to the 2002 Approved EA alignment. The refinement of the freeway alignment geometry considers environmental and engineering design constraints. The preferred alternative to the preliminary design with details in the area of Wyman Crescent/Chelsea Crescent will be presented at PIC #2, and available for public review and comment. Building upon the preliminary design and EA study, further refinement of the design will be carried out and finalized during the detail design phase.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements. These studies include:</p> <ul style="list-style-type: none"> Terrestrial Ecosystems Existing Conditions and Impact Assessment Report (including an assessment of vegetation and vegetation communities (including woodlands), wetlands, wildlife and wildlife habitat, species at risk and designated natural areas). MTO will work closely with municipalities, regulatory agencies, and conservation authorities to discuss mitigation measures and potential requirements for overall benefit measures to the landscape surrounding the Bradford Bypass, as a result of potential impacts to the natural environment. Noise and Vibration Impact Assessment: To determine the likely sources of noise from the development, predicting the overall impact of such noise sources on the Noise Sensitive Areas and sensitive receivers adjacent to the project. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide. Preliminary Landscape Composition Plan: To identify and assess impacts and mitigation on various landscape features. The landscape plan will address both municipal and natural environmental requirements and provide preliminary landscaping mitigation, compensation or enhancements within the project corridor to support the MTO's mandate towards meeting climate change and sustainability requirements. <p>The design of bridge and engineering components of the project will be developed through a collaborative process considering inputs from environmental factor-specific specialists to understand existing conditions, develop appropriate recommendations for noise mitigation measures, lighting, wildlife considerations and the conceptual landscape plan. The process for selection of the appropriate location, methods of exclusion or wildlife passage opportunities will be refined through consultation and engagement with regulatory agencies (Ministry of Environment Conservation and Parks (MECP); Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMNR)); conservation authorities). Using data obtained during the Terrestrial Ecosystems studies, and through consultation with regulatory agencies, the MTO will identify appropriate opportunities and needs for exclusion fencing and wildlife passages.</p> <p>The MTO is consulting with municipalities to identify potential opportunities to include active transportation features as part of the Bradford Bypass. This aligns with the Ministry's approach to integrate active transportation and trails within the design for the Bradford Bypass, through collaboration with local municipalities.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> |
| CT-PIC1-032 | | To: Project Team From: [Redacted] | New Stakeholder Comment Form | Add to CL | 04-28-2021 | <p>*Add to CL</p> | <p>Hello [Redacted]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-033 | | To: Project Team From: [Redacted] | | | | <p>Hello</p> <p>After reviewing the "refinement alternative 1 - Parclo A2" for the Leslie street interchange I have some questions as it pertains to the property located right beside the "proposed right-of-way" [Redacted] would like to ask how this proposed right-of-way affects our property and what may happen when this project starts. I am not well versed in land planning so any information or resources you can provide would be appreciated.</p> <p>Thank you</p> <p>[Redacted]</p> | <p>Hello [Redacted]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>We wish to confirm the location of your property as shown in the image below. The star indicates the property corresponding to [Redacted]</p>  <p>The Project Team acknowledges your concerns regarding the construction of the freeway and the potential impact on your property. As part of this EA Study update, environmental and design studies are being undertaken to identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts. These studies will include a Noise Impact Assessment, Air Quality Impact Assessment, Property Impact Assessment, Land Use Factors Assessment, Property Impacts and Human Health Assessment, which will all evaluate potential impacts of the freeway on adjacent landowners. A Reasoned Argument (trade-off) method of evaluation will be used to identify the advantages to select the preferred refinements and alternatives. This considers evaluation criteria that includes consideration for direct and indirect impacts to residential properties. The MTO and Project Team work closely with property owners within and immediately adjacent to the project, and you will be contacted if your property is identified as being impacted as the design is advanced and refined.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> |
| CT-PIC1-034 | | To: Project Team From: [Redacted] | New Stakeholder Comment Form | Add to CL | 04-29-2021 | <p>*Add to CL</p> | <p>Hello [Redacted]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> |

| Reference # | Assigned To | To/From (Organization) | Format (Email, Phone, Fax) | Topic/Theme | Date Comment/Question/Request Received | Comment/Question/Request | Project Team Response |
|-------------|-------------|---|----------------------------|--|--|--|---|
| CT-PIC1-035 | | To: Sonia Rankin From: [REDACTED] PTE Property Owner | Email | Concerns with damage to Property | 04-29-2021 | | <p>Hello [REDACTED]</p> <p>Thank you for your email and the photos. It was a pleasure speaking with you today, and I thank you for bringing your concerns about your landscaping to our attention. I have passed this information on to our team and will get back to you with additional information about next steps regarding the conditions left after the work on your property.</p> <p>Further to our conversation, you can find information about the project and design refinements at Bathurst through our Public Information Centre.</p> <p>The link to the PIC and webinar registration can be accessed here: https://www.bradfordbypass.ca/pic/ Specific design information related to Bathurst Street can be found here: https://www.bradfordbypass.ca/2021/04/12/16-bathurst-street-interchange/</p> <p>We welcome your feedback and encourage you to see the project information presented, complete the survey and join us on May 18th for the webinar. You can register for the webinar through a link on the first page of the PIC.</p> <p>Thank you for taking the time to speak with me today and I look forward to connecting with you again in the future.</p> <p>Cheers, Sonia</p> |
| CT-PIC1-036 | | To: Project Team From: [REDACTED] PTE Property Owner Pete [REDACTED] & [REDACTED] | Email | Noise Pollution Concerns | 04-30-2021 | <p>Hi, My name is [REDACTED] and I live at [REDACTED]. I have a major concern about the noise pollution considering [REDACTED]. I'm also concerned about [REDACTED]. What steps are in place that address these points? Thank you [REDACTED]</p> | <p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>A Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide.</p> <p>Construction-related noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>In addition, the MTO is continuously finding innovative opportunities to address noise mitigation efforts through engineering of various types and enhancements of pavement materials and pavement structures which will be factored into the appropriate design phase.</p> <p>Litering is prohibited under Section 180 of the Highway Traffic Act (1990). MTO has contractors to remove litter along freeways to help keep it clean and the very free of litter.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-037 | | To: Project Team From: [REDACTED] | Email | Concerns regarding water quality | 04-30-2021 | <p>*Add to CL</p> <p>Our community organization has been involved in preserving and improving water quality and quantity on the Lake Simcoe watershed for over 10 years. We will be submitting comments on the project</p> | <p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team welcomes comments from the public on the Preliminary Design. You may provide your comments by email to ProjectTeam@BradfordBypass.ca or through the Contact Us page of the Project Website (https://www.bradfordbypass.ca/contact-us/).</p> <p>To provide some additional background for your organization, the Bradford Bypass is located primarily within the Lake Simcoe Region Conservation Authority (LSRCA) regulation limits, south of Lake Simcoe. For those stormwater management facilities that may occur within the jurisdiction of the Notawasaga Valley Conservation Authority (NVCA) and potentially influence the LSRCA watershed, the MTO will apply NVCA water quantity and quality control guidelines.</p> <p>The project will not directly impact Lake Simcoe or Scarron Creek; however, the MTO will assess impacts with respect to the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures. Additionally, the MTO will evaluate the fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures. The studies will be undertaken to satisfy the MTO Environmental Reference for Highway Design, Highway Drainage Design Standards, Drainage Management Manual and other provincial and regulatory requirements.</p> <p>The Project Team will undertake drainage and hydrology engineering studies to develop an efficient and effective drainage system for the freeway, while addressing potential impacts relative to runoff and the change in impervious cover in consultation with conservation authorities and provincial agencies. Findings from previous studies will be factored into the Preliminary Design for drainage and stormwater management.</p> <p>It is expected that several stormwater management ponds will be required as part of the design to meet the MTO Highway Design Standards and the very stringent LSRCA requirements for water quantity and quality control of discharges to Lake Simcoe, within the jurisdiction of the LSRCA.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-038 | | To: Project Team From: [REDACTED] | Email | Support for the BBP | 04-30-2021 | <p>*Add to CL</p> <p>I am in favour of this project. I would like to see the most efficient highway constructed, even if that means the most land is impacted.</p> | <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, [REDACTED]</p> |
| CT-PIC1-039 | | To: Project Team From: [REDACTED] | Email | Add to CL | 04-30-2021 | <p>*Add to CL</p> <p>Yes this will impact us</p> | <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, [REDACTED]</p> |
| CT-PIC1-040 | | To: Project Team From: [REDACTED] | Email | Impacts on Indigenous Peoples Environmental impacts | 05-01-2021 | <p>*Please see digital copy for full comment</p> <p>Gentlemen: Attached are my comments concerning the subject project. As my comments are quite lengthy and detailed, the following key issues are provided for your convenience: 1. Your choice of route crossing the East Branch of the Holland River set out in slide # 9 triggers the federal Impact Assessment Act. As I understand it, the implications of the attached 1914 deed are: 1. Because the Bradford Bypass will pass over federal land the Impact Assessment Act is triggered. 2. The Impact Assessment Act is also applicable because: The project impacts an Indigenous Peoples of Canada cultural heritage landscape, (the Lower Landing) with historical or archaeological significance. 2. The 1997 EAS only addressed potential solutions within MTO's mandate to build highways. It did not consider regional road enhancements such as bridges over the Holland River at Hochmeler Road and Ravenshoe Road. No other alternative method of implementing the proposed undertaking was identified because MTO refused to consider any alternatives other than four lane highways. I am not aware of any provision in the Environmental Assessment Act that permits this exclusionary approach to the analysis of reasonable alternatives. 3. Reasonable "Alternatives To" The bulk of the originally anticipated travel demand for this four lane freeway is now being addressed by the Barrie GO Train. This is why the previous Liberal Government cancelled the Bradford Bypass and excluded it from their Places To Grow Plan. Today, the residual travel demand for the Bradford Bypass study area can likely be appropriately addressed by connecting Queensville Sideroad, via Bathurst St. and Hochmeler Road with 8th line in Bradford. If further east / west travel demand remains, this would best be addressed by connecting Ravenshoe Road to Line 12 or resuming MTO's previously preferred, substantially EA approved, Highway 89 Extension route to Ravenshoe Road. MTO has a legal obligation to consider these reasonable alternatives. –(MTO Class EA for Provincial Transportation Facilities 1.4.4.2 –day to assess alternatives beyond the existing study area.) These alternatives are significantly less costly and environmentally intrusive. They will have minimal carbon emissions compared to those coming from both the construction and operation of the Bradford Bypass. All of these alternative routes conform to MTO's stated preference to separate long distance travel from local traffic. The Bradford Bypass will combine this traffic. I have copied a number of other parties in on this email so that they may get a fuller understanding of the consequences of these Ford Government, developer friendly, policy decisions. Sincerely, [REDACTED] P.S. Footnotes can be seen by double clicking on the footnote number at the end of any of the above appropriate sentences.</p> | <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>On May 3rd, 2021, the Minister of Environment and Climate Change determined that the Bradford Bypass Project, proposed by the Ontario Ministry of Transportation, does not warrant designation under the Impact Assessment Act. The Minister of Environment and Climate Change considered the potential for the Project to cause adverse effects within federal jurisdiction, adverse direct or incidental effects, public concern related to these effects, as well as adverse impacts on the Aboriginal and treaty rights of the Indigenous peoples of Canada. The Minister also considered the analysis of the Impact Assessment Agency of Canada.</p> <p>The Minister reached the decision that the designation of the Project is unwarranted for the following reasons: the regulatory review processes that apply to the Project and related consultations with Indigenous peoples provide a framework to address the potential adverse aforementioned effects and public concerns raised in relation to those effects. These include: provincial approvals and permits pursuant to the Environmental Assessment Act, Endangered Species Act, Environmental Protection Act, Ontario Heritage Act, Ontario Water Resources Act, and Safe Drinking Water Act. the Project must comply with relevant provisions of federal legislation, including the Canadian Navigable Waters Act, the Fisheries Act and the Explosives Act.</p> <p>Further details on the decision can be found here: https://laac-aeic.gc.ca/050/evaluations/proj81382?culture=en-CA Supporting documentation can be found here: https://laac-aeic.gc.ca/050/evaluations/document/exploration/81382?type=1&culture=en-CA</p> <p>The planning process for the 2002 Approved EA narrowed down alternatives from a broad range of potential solutions to the concept, ultimately selected as the Technically Preferred Route to a Planning level of detail. The study required gathering relevant information with respect to the existing and future conditions in the analysis area so that the impacts of each alternative could be compared under different factors (both positive and negative impacts). Information was gathered and grouped under five broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment to facilitate a comprehensive and transparent comparison of each factor group. Under the current Preliminary Design and EA study, alternate corridor locations for the highway are not being considered as the Technically Preferred Route for the Bradford Bypass was approved through 2002 EA. This alignment is preferred for the freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning (Official and Transportation Master Plans, Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>The Preliminary Design and EA study will include development of design refinements and alternatives to the 2002 Approved EA alignment. These refinements and alternatives are based on various factors, including current engineering design standards; an updated traffic demand assessment; current environmental legislation and planning policies; and, data collected through the current environmental impact studies within the study area. As part of PIC #1, refinements and alternatives to the 2002 Approved EA alignment were developed for the Bradford Bypass mainline, freeway-to-freeway interchanges, and arterial/crossing road interchanges.</p> <p>Similar to the previous EA, the Preliminary Design and EA process will evaluate the Preliminary Design alternatives and refinements to select the recommended Preliminary Design by comparing them within the context of the evaluation factors for Transportation, Natural Environment, Social Environment, Economic Environment and Cultural Environment. The Project Team is undertaking site investigations and an assessment of potential impacts within the study area to inform the evaluation process and propose mitigation measures, strategies and identify future commitments for the proposed project. This includes undertaking archaeological investigations in collaboration with Indigenous Communities to identify and document archaeological resources within the project, which will factor into the evaluation criteria for selection of the preferred preliminary design.</p> <p>As part of the consultation process to evaluate the preliminary design refinements and alternatives, the Project Team is actively engaged with Indigenous communities, local municipalities and regions, provincial and federal agencies, and public stakeholders to solicit input on these proposed designs. The results of these consultations will be incorporated into the MTO's Preliminary Design study and presented to the public at key design stages, including PIC #2 and EA documentation.</p> <p>The MTO recognizes the need for consideration of current and future transportation and transit options. The proposed Bradford Bypass is one element of many transportation options being developed by the MTO to keep people and goods moving through the Region. Simcoe County is expected to experience rapid population growth over the next 10 years, with the Regional Municipality of York growing to 1.79 million by 2041. Building the proposed Bradford Bypass is necessary to relieve existing congestion on local east-west local roads and to address the expected long-term travel demand in the area.</p> <p>Even with all currently planned transportation and transit investments and an anticipated increase in the number of people working remotely, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). For Ontarians in 2051, the average travel speeds are expected to be 16 per cent slower when compared to 2016.</p> <p>Congestion costs Ontario billions in lost productivity, adds to the costs of goods and creates harmful carbon emissions. Ontario needs new infrastructure to help move people and goods or the region will quickly become overwhelmed.</p> <p>To further understand the future traffic demands within the study area, MTO is undertaking a Traffic Study as part of the Preliminary Design and EA study. Travel time savings and projections were calculated using the Provincial Greater Golden Horseshoe Model (GGH-M) by comparing scenarios with and without the Bradford Bypass corridor in place. This assessment includes various key origin and destination locations within the corridor including municipal centres in the region. The model accounts for population and employment targets by region, as identified in the Places to Grow Act.</p> <p>Based on current traffic analysis, this new transportation corridor is expected to relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and support projected urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404. Motorists and trucks are anticipated to see more than a 60 per cent savings in travel time when using the new freeway compared to existing routes along local roads, saving up to 35 minutes each way.</p> <p>Scenarios for the traffic analysis include: Existing Conditions Network, 2041 No Build Scenario, and 2041 Build Scenarios. Travel times under each scenario are calculated and compared to obtain the anticipated travel time savings. For clarification, the indicated travel time savings are not an average of 35 minutes, but rather a range between 10-35 minutes. The travel time savings are calculated utilizing the scenarios above based on the time of day and key origin and destination locations identified using an area-wide transportation model (with a 2041 horizon year).</p> <p>The Project Team is establishing targeted project committees to work and communicate directly with representatives from the Project Team to discuss opportunities, concerns, needs, issues and risks related to the Bradford Bypass. These three (3) groups are: Community, Greenbelt and Environment Committee (CGEC) Municipal Advisory Committee (MAC) Government Advisory Committee (GAC)</p> <p>A representative from Fobid Roads Over Green Spaces [REDACTED] will be invited to participate as a member of the CGEC group session.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study, and we look forward to [REDACTED] participation in project consultation events and opportunities. For future reference, an Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email. The next PIC will be scheduled prior to the completion of the Transportation Environmental Study Report (TESR) to allow feedback to be considered and the results of the EA study, preliminary design and consultation process to be documented. In accordance with the MTO Class EA for a Group 'A' project, the TESR will be made available for a 30-day public review period.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any further questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |

| Reference # | Assigned To | To/From Organization | Format (Email, Phone, Fax) | Topic/Theme | Date Comment/Question/Request Received | Comment/Question/Request | Project Team Response |
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| CT-PIC1-041 | | To: Project Team From: [Redacted] General Public | New Stakeholder Comment Form | Request for an interchange at Sideroad 10 Emergency Routes | 05-01-2021 | The current information does not show an interchange at Sideroad 10 and the Bradford Bypass. An interchange should be included as part of the project or part of the planning and design for future construction. Only one interchange at County Rd. 4 for the urban area of Bradford is insufficient when the Town is to grow through intensification of existing areas. The one interchange to the Bypass and the nearby 8th Line/Barnes Street intersection will be congested. Also, Sideroad 10 is an identified Emergency Detour Route therefore must have access to the Bradford Bypass to avoid routing traffic to the only other access at County Rd. 4. The necessary land requirements should be identified in the study and obtained by the Province to allow for a Sideroad 10 interchange and the highway designed to accommodate an interchange. | <p>Hello [Redacted]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges your comment about including an interchange at Sideroad 10 in addition to the one identified at County Road 4. The Preliminary Design and Environmental Assessment of the Bradford Bypass includes proposed interchanges at County Road 4, Bathurst Street and Leslie Street. These interchange locations were identified in the 2002 Approved EA which were developed, evaluated, and selected through the evaluation process.</p> <p>The traffic demand assessment carried out as part of this study confirmed the locations of the proposed interchanges would service the provincial needs. Interchange configuration refinements at the proposed locations within the Study Area are being considered during the current study based on 5 broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p> <p>It is noted that municipalities within the Study Area of the Bradford Bypass have generated Official and Transportation Master Plans based on the proposed Bradford Bypass as per the approved EA (2002) in order to address traffic demand as a result of population and employment growth projections. As a result, the Project Team will continue to engage municipalities and will support future municipal interchange initiatives.</p> <p>Additional information on the proposed interchanges can be found on the Project Website under PIC 1 materials, or by accessing the following link: https://www.bradfordbypass.ca/pic1/.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-042 | | To: Project Team From: [Redacted] General Public | Email | Updating the EA Change in Travel Demanded from COVID 19 | 05-01-2021 | <p>Good morning Project Team,</p> <p>I have been a resident of Bradford [Redacted] and I am very concerned about the steps you have taken to follow through with the Bradford Bypass.</p> <p>I know this project has been studied for many years and it may have seemed like a good idea back in the 1970's, 1990's, and in 2002. However, our environment has changed drastically since then and our society's understanding of the environmental impact our choices have (locally and globally) has also changed drastically.</p> <p>Before seriously considering starting this project, we need to at least have a current environmental assessment completed by the Ministry of Environment and Climate Change. I do not feel the MTO can responsibly determine what needs to be updated in an Environmental Assessment that was closed nearly 20 years ago in 2002.</p> <p>We are living in a climate emergency. I want to know exactly how this bypass will affect the groundwater, surrounding agriculture, Holland River, and the species that rely on the natural environment surrounding us. I think we need to understand the impact it will have now and in the future.</p> <p>Things have changed in our lives, and I think COVID-19 has proven that many of us can work from home and do not need to travel on a daily basis. The environmental health of our local communities has become increasingly important as we spend more time accessing the natural spaces at our doorsteps. I believe it is grossly irresponsible to move forward with this project without a clear understanding of how our region's needs have changed over the last year (as well as the last two decades). I also believe that our money would be better spent on improved access to environmentally friendly public transit.</p> <p>We must consider the holistic needs of our future community and not just provide for growth, but provide for responsible growth. I would like to see people moving to Bradford not because we have the fastest commute time, but because they can look around and say, "This is where we want to live, raise a family, and maybe even retire."</p> <p>I do not feel reducing our commute by 35 minutes is as important as the impact this bypass will have on our environment.</p> <p>If you feel the benefits of this bypass outweigh the environmental impact, I ask you to at least prove it with a current environmental assessment done by the Ministry of Environment and Climate Change.</p> <p>I look forward to hearing from you.</p> <p>Sincerely, [Redacted]</p> | <p>Hello [Redacted]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The EA approved in 2002 was conditional and required the proponent to complete additional studies to address specific concerns – among them, included general conditions related to the commitments made in the EA and requirements for future EA phases, applied mitigation conditions during the design phase pertaining to archaeology, stormwater, groundwater, and noise, as well as future monitoring of commitments and conditions.</p> <p>As part of our ongoing commitment to understand the relationship between the project and the environment, MTO is undertaking current environmental studies in accordance with the MTO Class EA and present day environmental legislations, to document existing conditions, identify design constraints, potential impacts and develop mitigation measures and strategies to be carried forward through design and construction of the project. These environmental studies will consider: agriculture, all quality, archaeology, cultural and built heritage, contamination and waste management, drainage & hydrology, erosion and sediment control, groundwater, fisheries, rural geomorphology, human health, landscaping, land use and property impacts, noise & vibration, terrestrial ecosystems, snow drift, species at risk, and surface water & stormwater management will be considered. From an engineering and design perspective, MTO will continue to conduct engineering design studies that will consider structural elements, highway design, pavement engineering, geotechnical and foundations, traffic, electrical, Advanced Traffic Management Systems, and land surveys.</p> <p>The results of the environmental studies and engineering design will be presented to the public for review and comment in PIC #2 and documented in the Transportation Environmental Study Report (TESR), which will be available for public review at the end of the preliminary design in 2022.</p> <p>Our ongoing work, including supporting field investigations, consultation and preliminary assessments, consultation and documentation are continuing throughout 2021 and will be carried out till the end of 2022.</p> <p>As part of this, a review of previous commitments made in the 2002 Approved EA will be carried forward and built upon through preliminary and detail design stages to ensure all approvals and legislative requirements at both the federal and provincial levels are met.</p> <p>As we continue to refine and evaluate alternatives throughout the preliminary design and EA process, MTO will continue to consult and engage with the public, key stakeholders, regulatory agencies and Indigenous communities to discuss the project and solicit feedback on the design and EA study. The results of these consultations, preliminary EA, design evaluation for the selection of the technically preferred design will be presented to the public at a second PIC (PIC #2) in the fall of 2022.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-043 | | To: Project Team From: [Redacted] | Email | Add to CL | 05-03-2021 | <p>Hello</p> <p>Please add me to the mailing list to receive updates on the Bradford Bypass.</p> <p>Thank you.</p> <p>[Redacted]</p> <p>[Redacted]</p> <p>[Redacted]</p> | <p>Hello [Redacted]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> |
| CT-PIC1-044 | | To: Project Team From: [Redacted] General Public | Email | Add to CL | 05-03-2021 | <p>Hello</p> <p>Please add us to the mailing list so that we can get further information on this as it comes in.</p> <p>Thanks</p> <p>[Redacted]</p> <p>[Redacted]</p> <p>[Redacted]</p> | <p>Hello [Redacted]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> |
| CT-PIC1-045 | | To: Project Team From: [Redacted] General Public | Email | Concerns regarding environmental impacts Impacts of salt Policies and plans and the BPP | 05-03-2021 | <p>There needs to be stronger protections for the natural environment if this highway is to be built. Proposing wildlife awareness signs on a 400-series highway is a joke and will not help either motorists or wildlife since no one is able to stop or avoid a collision going 100 km/hr. There needs to be continuous wildlife exclusion fencing along the roadway as well as actual wildlife escapepasses (not just culverts) to allow wildlife to safely pass under the roadway. These need to be sited in appropriate locations, and maps of wildlife corridors and wildlife-vehicle collision hotspots, as well as other resources, are available from the conservation authority to guide their development.</p> <p>Additionally, I didn't see any mention of mitigating the effects of road salt on adjacent natural areas. Rising chloride levels in the Holland River as well as Lake Simcoe is an increasingly big issue, and creating a highway which will be salted regularly through this area will only exacerbate the problem. Increased chloride levels were seen following the Highway 404 extension and a similar trend will be seen here if this highway is built. There needs to be protection from chloride as well as other contaminants and effective solutions exist to address it; they just need to be implemented rather than the usual design that doesn't mitigate the problem.</p> <p>I hope all applicable land use policies are being followed, including the Lake Simcoe Protection Plan, Greenbelt Plan and Provincial Policy Statement. Also, will there be compensation for the natural heritage features lost through this project? Losing a piece of forest/wetland/grassland not removes that piece of habitat, but also weakens the overall system, increases wildlife-human conflict, and decreases carbon sequestration. Are climate impacts being considered and offset? If this highway is built, it will have significant impacts on the natural environment, and I'm not convinced that everything possible is being done to prevent or mitigate them. Do we really need another highway that's going to further degrade the environment and add to climate change? This could be an opportunity to build an innovative highway with minimal impact, but I don't see any of that in the design considerations.</p> | <p>Hello [Redacted]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team recognizes your concerns and comments regarding the protection of wildlife and motorists where there is the potential for collisions. The process for selection of the appropriate location, methods of exclusion or wildlife passage opportunities will be refined through consultation and engagement with regulatory agencies (Ministry of Environment Conservation and Parks (MECP), Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMNR), conservation authorities). Using data obtained during the Terrestrial Ecosystems studies, and through consultation with regulatory agencies, the MTO will identify appropriate opportunities and needs for exclusion fencing and wildlife passages.</p> <p>Detailed impact assessments will be completed to document the specific potential for adverse effects to the natural, socio-economic and cultural environments, including those directly linked to a provincial or federal authority (e.g. Greenbelt Plan, Lake Simcoe Protection Act, Provincial Policy Statement, Endangered Species Act, Fisheries Act, Migratory Birds Convention Act, Species at Risk Act, Canadian Navigable Waters Act). Several provincial and federal agencies (e.g. MECP, MNDMNR, Transport Canada, Fisheries and Oceans Canada, Environment and Climate Change Canada, etc.) will be consulted throughout the preliminary design and subsequent design stages to ensure compliance with federal and provincial legislation/policies.</p> <p>The Bradford Bypass is located within the Lake Simcoe Region Conservation Authority (LSRCA) regulation limits, south of Lake Simcoe. For those stormwater management facilities that may occur within the jurisdiction of the Nottawasaga Valley Conservation Authority and potentially influence the LSRCA watershed, the MTO will apply NVCA water quantity and quality control guidelines.</p> <p>The project will not directly impact Lake Simcoe; however, the MTO will assess impacts with respect to the Lake Simcoe Protection Act and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures. Additionally, the MTO will evaluate the fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures. The studies will be undertaken to satisfy the MTO Environmental Reference for Highway Design, Highway Drainage Design Standards, Drainage Management Manual and other provincial and regulatory requirements.</p> <p>Preliminary design and detail design studies will build upon the environmental commitments from the 2002 Approved EA as it relates to water quality, drainage and stormwater management. The drainage and hydrology engineering studies undertaken for the project will develop an efficient and effective drainage system for the freeway, while addressing potential impacts related to runoff and the change in impervious cover. It is expected that several stormwater management features and infrastructure will be required as part of the design to meet the MTO Highway Design Standards and the very stringent LSRCA requirements for water quantity and quality control of discharges to Lake Simcoe, within the jurisdiction of the LSRCA. In addition, the design of the highway and stormwater management for the highway will meet the provincial legislative requirements for water quality and quantity under the Ontario Water Resources Act and Environmental Protection Act.</p> <p>The Project Team will work closely with municipalities, the MECP, the MNDMNR, and Conservation authorities to discuss mitigation and potential requirements for overall benefit measures to the landscape surrounding the Bradford Bypass, as a result of potential impacts to the natural environment.</p> <p>As part of this Preliminary Design study, MTO will develop a preliminary landscape plan for the refined alternative through consultation with local municipalities and regulatory agencies. The landscape plan will address both municipal and natural environmental requirements and provide preliminary landscaping mitigation, compensation or enhancements within the project corridor to support the MTO's mandate towards meeting climate change and sustainability requirements.</p> <p>The design will be a collaborative process considering inputs from environmental factor-specific specialists to understand existing conditions, develop appropriate recommendations for the conceptual landscape plan that is integrated with the various design components, including the mainline corridor, interchanges, bridges/culverts, stormwater management, sensitive natural areas, aesthetics, and the recommendations from studies such as the snowdrift assessment and cultural heritage assessment.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-046 | | To: Project Team From: [Redacted] General Public | New Stakeholder Comment Form | Environmental Concerns | 05-03-2021 | <p>I am simply very interested in this project because of environmental concerns.</p> | <p>Hello [Redacted]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> |
| CT-PIC1-047 | | To: Project Team From: [Redacted] General Public | New Stakeholder Comment Form | Impact on Recreation | 05-03-2021 | <p>I am concerned about the impact of this project on recreational canoeing, kayaking, and boating.</p> | <p>Hello [Redacted]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The design and future construction of the bridges will take into consideration navigability and maintaining proper access to the Holland River and Holland River East Branch.</p> <p>The Project Team is also actively engaging with Transport Canada to design the bridge structures in compliance with the Canadian Navigable Waters Act. As part of this process, the Project Team is seeking input from members of the public regarding information about the types of vessels in use within the Holland River and Holland River East Branch to better inform the design by understanding the existing navigable function of these waterways. If you have specific information on navigational uses, we encourage you to visit the "Contact Us" page on the Project Website and provide more details to the Project Team on navigation. This information is very helpful to the team. With respect to navigation for canoeing, kayaking and boating, the span of the structure will likely be substantially larger than the river itself to accommodate navigability and environmentally sensitive features.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p> |

| Reference # | Assigned To | To/From Organization | Format (Email, Phone, Fax) | Topic/Theme | Date Comment/Question/Request Received | Comment/Question/Request | Project Team Response |
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| CT-PIC1-048 | | To: Project Team From: General Public | Email | Environmental Concerns | 05-03-2021 | <p>The public like me - wants to see the evidence to justify this project - where is the evidence to justify an expensive unnecessary highway. Where are the studies that justify the negative impacts to Lake Simcoe, groundwater, cultural sites possibly archaeological sites, fisheries from Holland River?</p> <p>Please consider alternate routes if you must. There are other ways to connect these two highways in a less costly way and less environmentally costly way. The project was cancelled by a previous government in order to encourage the Barrie GO train. Given more scheduled runs a day and on weekends this train is a much better solution. The cost of this 4 lane highway will hurt more than our pocketbooks - how can you put a cost on harms done for the future health of people, the Lake, the watershed, the HOLLAND MARSH AND WHAT FEW CONNECTIVE CORRIDORS STILL EXIST. Today, Minister Wilkinson announced that the federal government will not be designating the Bradford Bypass for a Federal Environmental Assessment (EA), though they are designating Highway 413 or GTA West for Federal review.</p> <p>There will be many politicians and special interests that will use this as an opportunity to denigrate concerned citizens who have read the reports and the sorely lacking environmental studies for the Bypass. They will use this as an opportunity to twist the facts to validate studies that are over 20 years old without any consideration of the Lake Simcoe Protection Plan, Greenbelt Plan, climate change or alternatives to the highway. There are others who are eager to cash in and give roads to lobbyists and campaign donors.</p> <p>None of these changes the concerns of thousands of citizens who have sent into appeals to have this highway properly scrutinized or the facts of the case.</p> <p>Climate leaders don't build highways.</p> <p>Governments that are concerned about the environment don't put highways in sensitive ecosystems on the shores of a lake that is in declining health.</p> <p>Leaders who want to improve traffic congestion know that highways only increase congestion because they read the evidence and so they look for alternatives.</p> <p>The politicians who applaud this decision today are not the type of leaders we need to steer towards healthy, sustainable, climate resilient and just communities.</p> <p>Concerned citizens, planners and experts in the field concur that the Bradford Bypass is not in the best interest of the general public. It is in the best interest of developers who want to cash in on their land speculation and sprawling subdivisions.</p> <p>Where are the studies supporting the claims made by the province that say they will take care of Lake Simcoe and the local environment?</p> <p>Where is the evidence this decision was made on?</p> <p>With respect.</p> | <p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Ontario government is addressing current and future transportation needs in Simcoe County and York Region and continues to advance planning for the Bradford Bypass project, a proposed transportation corridor connecting Highway 400 and Highway 404. Both the County of Simcoe and Regional Municipality of York are expected to experience rapid growth over the next 10-20 years and investing in this new 16-kilometre transportation corridor is needed to relieve congestion on existing east-west local roads and provide an improved connection between Highway 400 and Highway 404.</p> <p>The Province is committed to making sure that our transportation system works for all the people of Ontario. The government is keeping its promise to build better public transit. Ontario is moving forward with two-way, all-day service every 15 minutes on key segments of the GO Transit rail network, improving access to transit and convenience for the people of Ontario. Through continued collaboration with Metrolinx and Infrastructure Ontario, the province continues to move forward with critical procurements, including additional infrastructure along all GO rail corridors.</p> <p>Even with currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). Our government is committed to making sure that our transportation system works for all the people of Ontario. That's why we're making historic investments in transit and transportation infrastructure to dramatically expand and enhance the province's transportation network. The Bradford Bypass is one component of this investment in transit and transportation infrastructure.</p> <p>The Project Team acknowledges your concerns regarding the proposed freeway and the potential impact on the natural and cultural environment. As part of this current Preliminary Design and EA Study, the MTO is undertaking 15 environmental studies and document existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts to meet current environmental legislative requirements. Environmental studies will be undertaken no matter what EA process is followed in order to evaluate potential impacts and identify mitigation measures for environmental protection. The results of these preliminary design studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022, and documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>The Bradford Bypass is located within the Lake Simcoe Region Conservation Authority (LSRCA) regulation limits, south of Lake Simcoe. For those stormwater management facilities that may occur within the jurisdiction of the Nottawasaga Valley Conservation Authority and potentially influence the LSRCA watershed, the MTO will apply NVCA water quantity and quality control guidelines.</p> <p>The project will not directly impact Lake Simcoe; however, the MTO will assess impacts with respect to the Lake Simcoe Protection Act and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures. Additionally, the MTO will evaluate the fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures. The studies will be undertaken to satisfy the MTO Environmental Reference for Highway Design, Highway Drainage Design Standards, Drainage Management Manual and other provincial and regulatory requirements.</p> <p>The Project Team will undertake drainage and hydrology engineering studies to develop an efficient and effective drainage system for the freeway, while addressing potential impacts relative to runoff and the change in impervious cover in consultation with conservation authorities and provincial agencies. Findings from previous studies will be factored into the preliminary design for drainage and stormwater management.</p> <p>It is expected that several stormwater management ponds will be required as part of the design to meet the MTO Highway Design Standards and the very stringent LSRCA requirements for water quantity and quality control of discharges to Lake Simcoe, within the jurisdiction of the LSRCA.</p> <p>The Bradford Bypass is anticipated to cross the Holland Marsh Provincially Significant Wetlands at two points: along the Holland River and Holland River East Branch, for an approximate combined length of one kilometre, amounting to only 0.35 per cent of the entire PSW area. Through the Preliminary Design, the Project Team will carefully consider all impacts to wetland areas and will continue to work with environmental agencies, municipalities and other concerned stakeholders to identify principles and recommendations for mitigating the impacts of placing new or expanded provincial highways within wetland areas. The Preliminary Design will consider minimizing impacts to these wetland areas through engineering refinements and consider the following approaches and strategies:</p> <p>Design refinements implemented in consultation with regulatory agencies including the Ministry of Natural Resources and Forestry and Conservation Authorities (for example: LSRCA, NVCA) to minimize potential impacts, supplement these refinements and develop appropriate mitigation strategies;</p> <p>Adherence to conditions of environmental approvals applicable to project elements that interact with or influence provincially significant wetlands;</p> <p>Surface water conveyance and management measures;</p> <p>Strategic plantings to enhance the performance of proposed drainage and storm water management measures;</p> <p>Erosion and sediment control measures to be implemented during construction;</p> <p>Restricting construction-related activities to avoid sensitive periods for aquatic and wildlife species during life cycle stages;</p> <p>Measures for spill control/containment/emergency plans; and</p> <p>A construction inspection and monitoring plan, including use of qualified personnel, reporting and response procedures.</p> <p>In addition, the MTO will work to understand and avoid where possible any potential impacts to Species at Risk within provincially significant wetland areas. Should potential impacts be confirmed to threatened or endangered species, the MTO will work with the MECP to obtain a permit under the Ontario Endangered Species Act. The permitting process may include additional mitigation and/or monitoring conditions, and consultation requirements as environmental conditions to the project.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-049 | | To: Project Team From: [REDACTED] | Email | | 05-03-2021 | <p>Dear [REDACTED]</p> <p>Please accept these comments from [REDACTED] in the Bradford Bypass.</p> <p>This project should not proceed with early works in the fall of 2021. The need for this particular project in this location has not been well justified, and there are too many outstanding questions and studies. The public consultation session did not provide any access to the original EA documents nor to any updated EA studies. Information justifying the need for the project was presented in a general high-level manner without any access to detailed information, such as traffic studies, that were requested numerous times. The purpose of the PIC is stated to be to respond to questions and feedback received from stakeholders; however we have received only form email responses without any substantive information to every single question that has been asked. The public and journalists were not provided with the assumptions behind the 2041 road network scenarios, with MTO stating these are "incomplete" and refusing to provide them, yet they were presented to the public in the PIC as facts in the "considerations for the Bradford Bypass Project." No information was provided on the growth assumptions used, the study area for the modeling, the projections for commuter or freight trips after COVID-19, or 407 travel times. These models, if accurate, show that the highway cannot solve Bradford or York Region's congestion problems and that the new highway would be congested as soon as it is built. A proper, public and transparent needs and alternatives assessment is needed with current information and transparent assumptions for traffic, as well as a comparison to 407 road toll restructuring, truck route changes, regional road improvements, and planned or potential improvements to GO transit. It is not clear whether any of these were considered in the "road network without Bradford Bypass" scenario. These alternatives to the project need to be considered fully with updated traffic information, and transparent assumptions and study areas. Until these are provided to the public the PIC is unacceptably.</p> <p>Given the scale of the project, and the lack of information during the public consultation process, a 30 day public review of the TE [REDACTED] study is not adequate. It is not clear if the fall 2022 consultation will take place before or after the TE [REDACTED] updates are completed. Public consultations need to take place and questions need to be answered AFTER updated studies are made available and need to provide a reasonable time for the public to comment, in line with the scale and intensity of the project.</p> <p>Impacts to Lake Simcoe, groundwater, climate, archaeological and cultural sites, Federal fisheries, and human health are inadequately studied; therefore respondents to this consultation can only say we want to see current studies that address these concerns. To decide on a route refinement before these studies are complete is an irresponsible approach.</p> <p>It is impossible to comment on the proposed mitigation measures since basic engineering, surface and groundwater quality, hydrology, air quality, noise and terrestrial and aquatic wildlife surveys have not been completed or provided for public comment. What mitigation might be appropriate depends entirely on the findings in a fully updated TE [REDACTED] and DCR. Once these are provided to the public for review, we would like another opportunity to comment on what proposed mitigation should look like. The original EA failed to include much of this information and a lot of this information will change if the highway is proposed to be six instead of four lanes. The PIC material is unclear whether it uses 4 or six lanes for a number of the sections.</p> <p>In terms of preliminary comments on the design, we oppose the interchange at Bathurst Street, as this would destroy large portions of the wood lot and wetland area. Overall, the number of interchanges should be minimized or limited to the 404 and 400 interchanges to ensure that the highway is used for its intended purpose of facilitating long-distance travel and does not contribute to congestion on local roadways. However it is impossible to comment on the design in detail without more information on the size of the proposed highway, and the potential impacts on health and the environment including water quality and wildlife.</p> <p>This highway project was canceled by a previous government because they wanted to encourage the use of the Barrie GO train. That has likely addressed most of the originally anticipated travel demand.</p> <p>Sincerely, [REDACTED]</p> | <p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>For reference, the 2002 Approved EA for the Bradford Bypass is available on the Project Website by accessing the link below: https://www.bradfordbypass.ca/wp-content/uploads/2020/08/BBP-RoadPlanningEA-1997.pdf</p> <p>With respect to traffic studies and travel information, the travel time savings were calculated using the Provincial Greater Golden Horseshoe Transportation Model (GGHM) by comparing scenarios with and without the new corridor in place. The model considers population and employment targets by region, as identified in the Places to Grow Act, and incorporates future projects including transit improvements and other infrastructure projects.</p> <p>The purpose of the proposed Bradford Bypass is to improve connectivity to the region as well as to provide capacity to accommodate future demand in the region. The new freeway will relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and support urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404.</p> <p>Significant population growth is projected for both Simcoe County, with an estimated increase to 416,000 residents by 2031, and the Regional Municipality of York estimated 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. The 2019 Places to Grow: Growth Plan for the Greater Golden Horseshoe enacted by the Government of Ontario identifies, and supports planned transportation corridors that are required to meet projected travel demand needs, including the proposed Bradford Bypass.</p> <p>Traffic projections utilizing population and employment densities are derived from the Provincial Greater Golden Horseshoe Transportation Model, which considers population and employment targets by region, as identified in the Places to Grow Act.</p> <p>Scenarios assessed using the model include Existing Conditions Network, 2041 No Build Scenario, and 2041 Build Scenarios.</p> <p>The 2041 Build and No Build scenarios assume all committed and funded future projects within the wider study area are implemented and in place, including transit improvements and accounting for potential travel mode shift due to these improvements. Under the Build scenario, the base preferred 2041 configuration is coded with the planned connections in place. Under the No Build scenario, no corridor is coded. Travel times under each scenario are calculated and compared to obtain the anticipated travel time savings.</p> <p>The 2041 horizon year travel time savings of 10-35 minutes are calculated based on the time of day and origin/destination within the limits of the corridor using an area-wide transportation model. The model compared scenarios, with and without the Bradford Bypass corridor in place, for various key origin and destination locations, including municipal centers within the region.</p> <p>The Preliminary Design and Environmental Assessment of the Bradford Bypass includes proposed interchanges at County Road 4, Bathurst Street and Leslie Street. These interchange locations were identified in the 2002 Approved EA which were developed, evaluated, and selected through the evaluation process. More information on these interchanges can be found in the PIC #1 materials here: https://www.bradfordbypass.ca/pic1/</p> <p>The traffic demand assessment carried out as part of this study confirmed the locations of the proposed interchanges would service the provincial needs. Interchange configuration refinements at the proposed locations within the Study Area are being considered during the current study based on 5 broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p> <p>It is noted that municipalities within the Study Area of the Bradford Bypass have generated Official and Transportation Master Plans based on the proposed Bradford Bypass as per the approved EA (2002) in order to address traffic demand as a result of population and employment growth projections. As a result, the Project Team will continue to engage municipalities and will support future municipal interchange initiatives.</p> <p>The government is keeping its promise to build better public transit. Ontario is moving forward with two-way, all-day service every 15 minutes on key segments of the GO Transit rail network, improving access to transit and convenience for the people of Ontario. Through continued collaboration with Metrolinx and Infrastructure Ontario, the province continues to move forward with critical procurements, including additional infrastructure along all GO rail corridors.</p> <p>The Project Team acknowledges your concerns regarding the proposed freeway and the potential impact on the natural and cultural environment. As part of this current Preliminary Design and EA Study, the MTO is undertaking 15 environmental studies and document existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts to meet current environmental legislative requirements. Environmental studies will be undertaken no matter what EA process is followed in order to evaluate potential impacts and identify mitigation measures for environmental protection.</p> <p>MTO will assess impacts with respect to the Lake Simcoe Protection Act and Lake Simcoe Protection Plan through consideration of:</p> <ul style="list-style-type: none"> Surface water, stormwater & groundwater management, Drainage, Hydrology, fluvial and erosion and sediment control, and Soil and Groundwater Contaminations to support ecological health, and water quality and quantity protections within the Lake Simcoe watershed Natural Sciences for Fisheries, Terrestrial Ecosystems, Species at Risk, Landscaping, Ecological Restoration and Invasive Species Management to protect fish and fish habitat, sensitive natural areas and species, as well as aligning with management strategies for invasive species occurring within the project limits Socio-Economics, Land Use and Agriculture along with consultation and engagement as it relates to land and water uses, future developments and opportunities for recreation <p>Legislative requirements will be considered throughout study and involve consultation and cooperation with regulatory agencies to meet legislative requirements for the project and also obtain the necessary provincial and federal approvals.</p> <p>Consultation and Engagement is an on-going process throughout each phase of design with municipalities, agencies, indigenous communities and stakeholders. Committee and advisory group meetings are being established to give better opportunities for conversations between the project team and those with key interests in the project.</p> <p>Design & Construction Environmental Management plans for Monitoring and Mitigation Design, Construction, Lifecycle operation and management of the Highway</p> <p>The results of these Preliminary Design studies will be presented as part of the next PIC (PIC #2) to be held during the fall of 2022, and documented then further documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>The Project Team is identifying opportunities for early works as part of this project. Currently, MTO is preparing to advance early works, which includes a grade separation at County Road 4/Yonge Street. Some of the other early works activities that are currently being considered could include new bridge construction, bridge replacement or expansion, fencing, grading works or utility relocation. Prior to the commencement of any early works, MTO is still required to gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous peoples, and document decision-making. Other provincial and federal legislative and permitting processes would still apply.</p> <p>The Project Team is establishing targeted project committees to work and communicate directly with representatives from the Project Team to discuss opportunities, concerns, needs, issues and risks related to the Bradford Bypass. These three (3) groups are:</p> <ul style="list-style-type: none"> Community, Greenbelt and Environment Committee (CGEC) Municipal Advisory Committee (MAC) Government Advisory Committee (GAC) <p>A representative from the Rescue Lake Simcoe Coalition (RLSC) will be invited to participate as a member of the CGEC group session.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study, and we look forward to the RLSC's participation in the upcoming community group session. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email. The next public information centre will be scheduled prior to the completion of the Transportation Environmental Study Report as the TE [REDACTED] will document the EA study, preliminary design and consultation process currently being undertaken. The TE [REDACTED] will be made available for a 30-day public review period in accordance with the MTO Class EA process.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> |
| CT-PIC1-050 | | To: Project Team From: [REDACTED] | New Stakeholder Comment Form | Add to CL | 05-05-2021 | Add to CL | <p>Hello [REDACTED]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-051 | | To: Project Team From: [REDACTED] | Email | Input from LSRCA | 05-05-2021 | <p>Good morning,</p> <p>Thank-you for consulting on the Environmental Assessment for the proposed 16.2 km Highway 400- Highway 404 Link (Bradford Bypass). The proposed highway extends from Highway 400, parallel between Line 8 and 9 in Bradford West Gwillimbury, crosses through King and connects to Highway 404 between Queensville Sideroad and Hoborn Road in East Gwillimbury.</p> <p>Within the study area there are 11 locations within the area of interest for LSRCA, as listed below and shown on the attached corresponding series of maps:</p> <p>Location 1</p> <p>At this location the highway crosses Fraser Creek watercourse and its associated flooding and erosion hazard. There is also an identified Wetland and Significant Groundwater Recharge area.</p> <p>Location 2</p> <p>This location has an identified watercourse (Fraser Creek) and associated erosion hazard limit.</p> <p>Location 3</p> <p>A wetland feature adjacent to Fraser Creek exists at this location. Based on the design, the wetland area is being avoided.</p> <p>Location 4</p> <p>A watercourse, erosion hazard and wetland existing at this location. The area is also identified as a significant ground water recharge area.</p> <p>Location 5</p> <p>This location contains a watercourse with associated erosion hazard limit.</p> <p>Location 6</p> | <p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team appreciates and acknowledges your comments on behalf of the Lake Simcoe Regional Conservation Authority, regarding areas of interest within the proposed study area. We have made note of the locations and the environmental features you have identified, and this information will be included as part of our environmental studies and technical reports.</p> <p>The Bradford Bypass is anticipated to cross the Holland Marsh Provincially Significant Wetlands at two points: along the Holland River and Holland River East Branch, for an approximate combined length of one kilometre, amounting to only 0.35 per cent of the entire PSW area. Through the Preliminary Design, the Project Team will carefully consider all impacts to wetland areas and will continue to work with environmental agencies, municipalities and other concerned stakeholders to identify principles and recommendations for mitigating the impacts of placing new or expanded provincial highways within wetland areas. The Preliminary Design will consider minimizing impacts to these wetland areas through engineering refinements and consider the following approaches and strategies:</p> <p>Design refinements implemented in consultation with regulatory agencies including the Ministry of Natural Resources and Forestry and Conservation Authorities (for example: Lake Simcoe Region Conservation Authority, Nottawasaga Valley Conservation Authority) to minimize potential impacts;</p> <p>Adherence to conditions of environmental approvals applicable to project elements that interact with or influence provincially significant wetlands;</p> <p>Surface water conveyance and management measures;</p> <p>Strategic plantings to enhance the performance of proposed drainage and storm water management measures;</p> <p>Erosion and sediment control measures to be implemented during construction;</p> <p>Restricting construction-related activities to avoid sensitive periods for aquatic and wildlife species during life cycle stages;</p> <p>Measures for spill control/containment/emergency plans; and</p> <p>A construction inspection and monitoring plan, including use of qualified personnel, reporting and response procedures.</p> <p>In addition, the MTO will work to understand and avoid where possible any potential impacts to Species at Risk within provincially significant wetland areas. Should potential impacts be confirmed to threatened or endangered species, the MTO will work with the MECP to obtain a permit under the Ontario Endangered Species Act. The permitting process may include additional mitigation and/or monitoring conditions, and consultation requirements as environmental conditions to the project.</p> <p>Based on the Preliminary Design of the Preferred Route, a Drainage and Hydrology Assessment and Groundwater Impact Assessment will be completed as part of the study to identify potential impacts of highway runoff and stormwater on surface water and groundwater and develop appropriate mitigation measures to protect the Holland River watershed.</p> |

| Reference # | Assigned To | To/From Organization | Format (Email, Phone, Fax) | Topic/Theme | Date Comment/Question/Request Received | Comment/Question/Request | Project Team Response |
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| | | | | | | <p>Within this section there is, provincially significant wetland, non evaluated wetlands (as identified by the Ministry of Natural Resources and Forestry), floodplain, and erosion hazard. Given this area will require a Metroflex crossing, as well as a crossing for East Holland River, we would recommend spanning the entire wetland and watercourse feature.</p> <p>Location 7 This area includes, provincially significant and non evaluated wetland, Simcoe Greenlands, floodplain and erosion hazard limits. The area is also identified as significant groundwater recharge area.</p> <p>Location 8 Floodplain, provincially significant wetland, unevaluated wetland, watercourse and associated erosion hazard limit.</p> <p>Location 9 Two watercourse crossings of the Holborn Drain and the Ravenshoe/Boag Drain exist at this location.</p> <p>Location 10 Erosion hazard limits of Ravenshoe/Boag Drain are within this stretch.</p> <p>Location 11 This area contains a watercourse (Ravenshoe/Boag Drain) and associated erosion hazard limit, wetland.</p> <p>The MTO provides the following suggestions to avoid or mitigate impacts associated with the proposed highway development within our areas of interest:</p> <ul style="list-style-type: none"> • Wherever possible, the floodplains, valleys and wetlands be spanned to avoid impacts to the features • Any significant woodlands (map attached) be avoided or impact mitigation | <p>The Drainage and Hydrology Assessment for Preliminary Design of the Preferred route is undertaken according to MTO's Environmental Reference for Highway Design (ERHD, 2013) and will include development of a Drainage Report to summarize stormwater management components, hydrologic/hydraulic assessments, proposed mitigation measures and Preliminary Design recommendations for potential stormwater management facilities (e.g. stormwater management ponds), Lake Simcoe Region Conservation Authority (LSRCA) and Nottawasaga Valley Conservation Authority (NVCA) will be consulted throughout the study to maintain alignment with current policies and practices for the watershed.</p> <p>The Groundwater Impact Assessment for Preliminary Design of the Preferred route is undertaken according to MTO's ERHD and will include a desktop review of well records available from the Ontario Ministry of Environment, Conservation and Parks (MECP) as well as geological and hydrogeological maps and reports from secondary sources. Based on the information collected, the Project Team will verify the need and type of approval required for groundwater taking (i.e. MECP Environmental Activity and Sector Registry (EASR) Category 2 Permit-to-Take-Water (PTTW) or Category 3 PTTW). The required registration/permits will be obtained during the subsequent design phase of the study (detailed design).</p> <p>The Project Team will continue to communicate with the LSRCA as the project advances. We are establishing targeted community and advisory groups with sessions commencing in 2021. We would like to invite a representative from the LSRCA to participate in the Governmental Advisory Group. Please let us know if this would be yourself or another member of the LSRCA. Going forward, an Ontario Government Notice (OGN) announcing the date of the future PIC #2 will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions or wish to meet directly with the Project Team, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-052 | | To: Project Team | New Stakeholder Comment Form | Species at Risk | 05-04-2021 | <p>Famland Loss</p> <p>What is the plan to assess species presence, Species at Risk presence, protect and save wildlife (flora and fauna) populations? What are the plans to maintain, restore and enhance habitat and landscape connectivity for safe wildlife movement? What are the plans to ensure wildlife corridors are protected to facilitate safe wildlife movement as animals move to find suitable habitats as climate change causes resource availability to shift? What are the plans to mitigate noise and light pollution? How will runoff be dealt with? Where will the food that the region requires for a growing population be grown? How will local produce be grown locally if local farm land is paved over? Thank you very much. I look forward to learning how this project will safeguard the community.</p> | <p>Hello,</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements. These studies include:</p> <ul style="list-style-type: none"> Terrestrial Ecosystems Existing Conditions and Impact Assessment Report (including an assessment of vegetation and vegetation communities, wildlife and wildlife habitat, species at risk and designated natural areas). The process for selection of the appropriate location, methods of exclusion or wildlife passage opportunities will be refined through consultation and engagement with regulatory agencies (Ministry of Environment Conservation and Parks (MECP), Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMRF), conservation authorities). Using data obtained during the Terrestrial Ecosystems studies, and through consultation with regulatory agencies, the MTO will identify appropriate opportunities and needs for exclusion fencing and wildlife passages. Noise and Vibration Impact Assessment: To determine the likely sources of noise from the development, predicting the overall impact of such noise sources on the sensitive receivers in the area and provided mitigation advice. Air Quality Impact Assessment: To determine the potential changes in comprehensive local and regional air quality and greenhouse gas emissions and recommend mitigation measures/future commitments. Drainage and Hydrology: Methods to identify and quantify the flow or volume of water in a river or stream, over land, or in soils. The Project Team will evaluate potential impacts and develop mitigation measures to avoid and minimize potential impacts within the study area. Agricultural Impact Assessment: To identify potential impacts to agricultural/seasonal farmers and recommend mitigation measures/future commitments. This assessment will include direct consultation with local farming communities. <p>The studies above are part of the wider range of comprehensive environmental studies related to natural, socio-economic, cultural and engineering design studies being undertaken for the project. The various environmental studies will update and document existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts to meet current environmental/legislative requirements. Environmental studies will be undertaken no matter what EA process is followed in order to evaluate potential impacts and identify mitigation measures for environmental protection.</p> <p>The results of these studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022, and documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> |
| CT-PIC1-053 | | To: Project Team | Email | Potential Threats to migratory birds | 05-05-2021 | <p>Good afternoon,</p> <p>Bird Safe Buildings Across Canada (BSBC) is an organization aimed at protecting the lives of birds which are integral to our ecosystems. The team behind BSBC focuses primarily on preventing bird-window collisions by raising awareness on this serious threat to migratory birds. We saw the need to write on this important issue, as it will also affect migratory birds. Our volunteers reported the notice regarding the Bradford Bypass proposal and so we wanted to provide a few comments:</p> <p>The proposal should be carefully considered in terms of its impact on the surrounding wildlife. All negative impacts due to the construction and use of this bypass should be taken into consideration.</p> <p>From reading Ecotrust's opinion on the matter, we have serious concerns that the bypass should go ahead at all. A news release from Ecotrust, representing a number of environmental and community groups, described the Environmental Assessment conducted for the project in 1997 as superficial, arguing it did not consider cumulative effects, climate change, or the impacts on natural heritage, migratory birds, fisheries, First Nations cultural heritage or air pollution, in detail. They argued that the significant impact on federally protected endangered species, migratory birds and aquatic life that will be caused by the highway, along with the associated increase in carbon emissions and strong local opposition to the project, all meet the conditions for a federal EA.</p> <p>Other options or routes for this project should be deliberated in order to prevent undue harm to species living in the wetlands and vicinity of the proposed Bradford Bypass.</p> <p>Additionally, preventative measures such as those demonstrated by the Ontario Road Ecology Group should be evaluated for this project, should it be approved. The safety of surrounding wildlife should be a top priority of the planning team behind the Bradford Bypass.</p> <p>Thank you for your time and consideration.</p> | <p>Hello,</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements.</p> <p>To address environmental commitments and conditions of the 2002 Approved EA related to terrestrial ecosystems and Species at Risk, including the specific requirement to evaluate potential wildlife crossings, the MTO will undertake a number of studies during the Preliminary Design. These studies include Terrestrial Ecosystems Existing Conditions and Impact Assessment Report including an assessment of vegetation and vegetation communities, wildlife and wildlife habitat, species at risk and designated natural areas. The terrestrial ecosystems assessment study and outcomes will be presented at PIC #2 and in the EA documentation.</p> <p>The MTO undertook advanced work prior to the preliminary design to update information related to Species at Risk (SAR), and their habitat that may potentially occur within the project limits. Several sensitive species have the potential to be present within the study area, based on information gathered through the NHC Database, and consultation with Ministry of Natural Resources and Forestry, and MECP in early 2020. Sensitive species are those afforded protection under the relevant policies/legislation (Endangered Species Act (ESA), Migratory Birds Convention Act (MBCA), Species at Risk Act (SARA)).</p> <p>The MTO will continue field investigations initiated in 2020 to confirm species and habitats within the study area, identify constraints, assess potential impacts, and work with the design team to avoid potential impacts to SAR and their habitat where possible. Protection and mitigation measures will be implemented where practical and in consideration of the design evaluation criteria and legislative requirements. The MTO will aim to balance the technical and environmental constraints for the proposed design refinements and alternatives.</p> <p>Where required by MECP, or the needs of the project, species-specific surveys will be conducted by technical specialists during the appropriate season and design phase to confirm the presence of SAR or SAR habitat that may be impacted by the proposed works. This will further refine the potential or anticipated species-specific impacts and allow for development of species-specific mitigation strategies, which will be carried forward as environmental commitments, and requirements for environmental approvals, design refinements and construction measures.</p> <p>Where potential impacts to endangered or threatened species are identified, the MTO will work with regulatory agencies to meet the legislative requirements of the ESA and SARA. If required, the MTO will obtain the necessary permit or approvals for the project. The conditions of approvals, which may include mitigation and/or monitoring conditions, and consultation requirements, will become part of the environmental commitments for the project.</p> <p>The MTO recognizes that the species at risk legislation is updated regularly, and a species may be reclassified at any time. Should any species occurring within the study area be reclassified as either federal or provincial SAR prior to completion of the project, the MTO will consult with the regulatory agency for which the provincial and/or federal legislation applies, to confirm the legislative requirements. This may include changes to studies, impact assessments and mitigation strategies, and approval requirements.</p> <p>The process for selection of the appropriate location, methods of exclusion or wildlife passage opportunities will be refined through consultation and engagement with regulatory agencies (Ministry of Environment Conservation and Parks (MECP), Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMRF), conservation authorities). Using data obtained during the Terrestrial Ecosystems studies, and through consultation with regulatory agencies, the MTO will identify appropriate opportunities and needs for exclusion fencing and wildlife passages.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-054 | | To: Project Team | PIC 1 Comment Form | Update environmental studies | 05-05-2021 | <p>The Public Information Centre content available on the Bradford Bypass Project Website is lacking in studies and concrete data. However, the environmental impacts of the potential highway as described are very concerning. Despite being a daily commuter from the area, the health of the Lake Simcoe watershed is of the greatest importance to me including protecting natural areas, water quality, and species at risk. The government had previously announced a plan to proceed with "early works" for the Bradford Bypass in Fall 2021 before the environmental assessment process and the Preliminary Design is completed (the website indicates that these will be finished in Spring 2023). Proceeding with early works before the environmental assessment process is unacceptable. All the needed studies must be complete so that citizens can understand the environmental impacts and the potential effectiveness of mitigation measures before there is any disturbance to the sensitive natural areas along the proposed highway route. More information is needed on the effectiveness of the planned highway. What assurances are there that this highway project will not simply create more bottlenecks for traffic and bring more idling cars to the community? Further, what assurance is there that the mitigation measures that would best protect the environment in the construction of this highway will be utilized over less expensive options? It is stated that the Bradford Bypass is necessary to accommodate the "massive" population growth that is anticipated in the upcoming decades. This projected population growth seems at odds with what we know is needed to protect the health of the Lake Simcoe watershed as outlined in the Lake Simcoe Protect Plan. It is disappointing that the only solution presented to alleviate traffic "congestion" in the area is to fragment environmentally protected areas of the Greenbelt including irreplaceable provincially significant wetland. Please provide up-to-date information, studies and data so residents can more accurately understand the impact of this highway on our community and comment accordingly.</p> | <p>Hello,</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges your concerns regarding the proposed freeway and the potential impact on the natural environment. As part of this current EA Study, 15 environmental studies are being undertaken to update existing conditions, to identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts. Environmental studies will be undertaken no matter what EA process is followed in order to evaluate potential impacts and identify mitigation measures for environmental protection. One of the comprehensive environmental studies being undertaken will be documented in a Terrestrial Ecosystems Existing Conditions and Impact Assessment Report (including an assessment of vegetation and vegetation communities, wetlands, wildlife and wildlife habitat, species at risk and designated natural areas).</p> <p>The results of these studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022, and documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>The Bradford Bypass is located within the Lake Simcoe Region Conservation Authority (LSRCA) regulation limits, south of Lake Simcoe. For those stormwater management facilities that may occur within the jurisdiction of the Nottawasaga Valley Conservation Authority and potentially influence the watershed, the MTO will apply NVCA water quantity and quality control guidelines.</p> <p>The project will not directly impact Lake Simcoe; however, the MTO will assess impacts with respect to the Lake Simcoe Protection Act and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures. Additionally, the MTO will evaluate the fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures. The studies will be undertaken to satisfy the MTO Environmental Reference for Highway Design, Highway Drainage Design Standards, Drainage Management Manual and other provincial and regulatory requirements.</p> <p>The Project Team will undertake drainage and hydrology engineering studies to develop an efficient and effective drainage system for the freeway, while addressing potential impacts relative to runoff and the change in impervious cover in consultation with conservation authorities and provincial agencies. Findings from previous studies will be factored into the preliminary design for drainage and stormwater management.</p> <p>It is expected that several stormwater management ponds will be required as part of the design to meet the MTO Highway Design Standards and the very stringent LSRCA requirements for water quantity and quality control of discharges to Lake Simcoe, within the jurisdiction of the LSRCA.</p> <p>The Preliminary Design and Environmental Assessment of the Bradford Bypass includes proposed interchanges at County Road 4, Bathurst Street and Leslie Street. These interchange locations were identified in the 2002 Approved EA which were developed, evaluated, and selected through the evaluation process.</p> <p>The traffic demand assessment carried out as part of this study confirmed the locations of the proposed interchanges would service the provincial needs. Interchange configuration refinements at the proposed locations within the Study Area are being considered during the current study based on 5 broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p> <p>It is noted that municipalities within the Study Area of the Bradford Bypass have generated Official and Transportation Master Plans based on the proposed Bradford Bypass as per the approved EA (2002) in order to address traffic demand as a result of population and employment growth projections. As a result, the Project Team will continue to engage municipalities and will support future municipal initiatives.</p> <p>MTO is undertaking a Traffic Study as part of the Preliminary Design and EA study. Travel time savings and projections were calculated using the Provincial Greater Golden Horseshoe Model (GGHM) by comparing scenarios with and without the Bradford Bypass corridor in place. This assessment includes various key origin and destination locations within the corridor including municipal centres in the region. The model accounts for population and employment targets by region, as identified in the Places to Grow Act.</p> <p>Scenarios include: Existing Conditions Network, 2041 No Build Scenario, and 2041 Build Scenarios. Travel times under each scenario are calculated and compared to obtain the anticipated travel time savings.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-055 | | To: Project Team | Email | Material used for the surface of the highway | 05-06-2021 | <p>I was wondering what material was planning to be used for the surface of the highway. In East Gwillimbury we've had excessive noise complaints caused the surface of the 404 extension to Keswick. Noise barriers were put up in the populated areas of but nothing was done for the rural home owners, although there are very few of us homeowners living close to the proposed route we would still like noise to be addressed. Thank you for your consideration.</p> | <p>Hello,</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>A Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide.</p> <p>Construction-related noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>In addition, the MTO is continuously finding innovative opportunities to address noise mitigation efforts through engineering of various types and enhancements of engineering materials, construction technologies/enhancements, and pavement structures (such as quiet pavements) which will be factored into the Preliminary Design study, and further examined during the subsequent Detail Design phase. The Project Team provided details on this during the East Gwillimbury council presentation on July 27, 2021. We encourage you to view the recorded session through the town website for additional information.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-056 | | To: Project Team | PIC 1 Comment Form | Issues with the options presented | 05-06-2021 | <p>Changes to the survey in the PIC manuals</p> <p>I wish to object to the options in the answers to questions 6 and 7 on the survey. The questions are regarding travel on the proposed Bypass. For instance: How often do you anticipate using the Bradford Bypass for [] travel? The answer options include: Frequently/Occasionally/Rarely/Not Applicable. There is no option for never or I do not think the bypass should be built therefore I do not need to take this route. This is an entirely applicable response for those of us who travel through this corridor and you are kneecapping/biasing results by refusing to acknowledge it as an option. I wish it to be registered in this survey that there are issues with the questions/offered responses. The proposed route runs through land that is environmentally sensitive, land used for agricultural purposes. We do not need this highway in order to travel through this region now or in the future.</p> | <p>Hello,</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Thank you for your feedback regarding the answer options on the survey on the Project Website. The "Not Applicable" option was provided to capture those individuals who did not plan to use the proposed Bradford Bypass for a variety of reasons. Please note that the Project Team acknowledges your opposition of the project and we will consider your feedback for any future surveys that may be conducted as part of this study.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |

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| CT-PIC1-057 | | To: Project Team From: [REDACTED] | PIC 1 Comment Form | Noise mitigation Wildlife fencing | 05-06-2021 | Under initial design updates section 4, you say that the road has been shifted 10 meters to the north between the 10th side rd and RR#4. This does not seem like it would be much help for the people living very close. I did not see much discussion of noise barriers under mitigation. You also mention pavement engineering but don't talk about what it would be. The noise level of the pavement on highway 404 north of Green lane is horrendous and hurts my ears everytime I drive on it. People living [REDACTED] also find it terrible. Please don't use the same type of surface for this road. Under section 3 you mention a saving of 35 minutes attributable to the bypass. I drove from Rd 88 and the 400 to Queenville side Rd and 404 in 22 minutes. How could I save 35 minutes, by arriving before I left? In section 1 you talk about wildlife fencing. Would it be along the entire route or only certain areas. Would it include reptile and amphibian fencing? The size of interchanges in Ontario are always very large. In the US they often have much more minimal interchanges. The interchange at Bathurst street is in a sensitive area would it be a full blown interchange? | <p>Hi [REDACTED],</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The centreline or 'middle' of the BBP will be approximately 50-60m from the edge of the right-of-way. Refinement alternative 1 proposes a slight northerly shift of the freeway alignment in proximity to Wyman Crescent/Chelsea Crescent, creating more separation between the freeway and developed lands to the south of the freeway right-of-way, compared to the 2002 Approved EA alignment. The refinement of the freeway alignment geometry considers environmental and engineering design constraints. The preferred alternative to the preliminary design with details in the area of Wyman Crescent/Chelsea Crescent will be presented at PIC #2, and available for public review and comment. Building upon the preliminary design and EA study, further refinement of the design will be carried out and finalized during the detail design phase.</p> <p>Regarding your comment on noise levels and their relation to pavement type, a Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide.</p> <p>In addition, the MTO is continuously finding innovative opportunities to address noise mitigation efforts through engineering of various types and enhancements of engineering materials, construction technologies/ enhancements, and pavement structures (such as quiet pavements) which will be factored into the appropriate design phase. The Project Team provided details on this during the East Gwillimbury council presentation on July 27, 2021. We encourage you to view the recorded session through the town website for additional information.</p> <p>Construction-related noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>MTO is undertaking a Traffic Study as part of the Preliminary Design and EA study. Travel time savings and projections were calculated using the Provincial Greater Golden Horseshoe Model (GGHM) by comparing scenarios with and without the Bradford Bypass corridor in place. This assessment includes various key origin and destination locations within the corridor including municipal centres in the region. The model accounts for population and employment targets by region, as identified in the Places to Grow Act.</p> <p>Scenarios include: Existing Conditions Network, 2041 No Build Scenario, and 2041 Build Scenarios. Travel times under each scenario are calculated and compared to obtain the anticipated travel time savings. To clarify, travel time savings are not an average of 35 minutes, but rather a range between 10-35 minutes. Travel time savings are calculated utilizing the scenarios above based on the time of day and key origin and destination locations identified using an area-wide transportation model (with a 2041 horizon year).</p> <p>The process for selection of the appropriate location, methods of exclusion or wildlife passage opportunities will be refined through consultation and engagement with regulatory agencies (Ministry of Environment Conservation and Parks (MECP); Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMNR); conservation authorities). Using data obtained during the Terrestrial Ecosystems studies, and through consultation with regulatory agencies, the MTO will identify appropriate opportunities and needs for exclusion fencing and wildlife passages.</p> <p>As we are currently in the Preliminary Design phase of the project, we are reviewing refinement alternatives and designs, including the proposed design for the Bathurst Street interchange. More information on this interchange can be viewed here: https://www.bradfordbypass.ca/2021/04/12/6-bathurst-street-interchange/. Proposed interchanges were identified and selected during the 2002 Approved EA study to allow improved access to the freeway to local residents and visitors to the local communities. The Project Team is engaged with local municipalities to gain feedback on the locations and designs of the proposed interchanges to ensure that they are in line with municipal and regional initiatives and goals.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-058 | | To: Project Team From: [REDACTED] | Email | More information and details within the PIC materials | 05-06-2021 | There is no quantitative information here to be able to fully grasp and understand what is being proposed, potential impacts and how effective any mitigation measures may be. As a member of the public I am completely and utterly unable to make any informed decisions as to whether or not I could support or not support this project. There are no references to any sources of information or links. Are you asking the public to accept the highway upon blind faith? Also trying to shoehorn route from 24, old approval, how much does the route have to change for the EA approval to be null and void? | <p>Hi [REDACTED],</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges your concerns regarding the proposed freeway and receiving more information. Information on the study, including previous EA reports, study timeline and process can be found through the Project Website (www.bradfordbypass.ca).</p> <p>In advance of the Preliminary Design, updates to the 2002 Approved EA were undertaken in 2019 to 2020 for 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>Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements. The 15 environmental studies are being undertaken to update existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts. Environmental studies will be undertaken no matter what EA process is followed in order to evaluate potential impacts and identify mitigation measures for environmental protection (refer to MECP Policy Proposal https://mro.ontario.ca/notices/019-1883 for further details). The results of these studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022, and documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-059 | | To: Project Team From: [REDACTED] | Email | Consider public transit Concerns with species at risk | 05-06-2021 | I have reviewed the information and am pleased to see the considerations for wildlife. My worry is that although this proposal does address destruction of habitat, eco-passages and fencing, what are the actual plans? In #9 (Holland River Bridge) and #18 (Bathurst Interchange) maps, there is significant destruction of habitat with the highway going through forested areas. That will displace an incredible number of species. Other options need to be considered. The proposal discusses "species at risk". How did these animals become "at risk"? Human activity - destruction of habitat, pollution, vehicle collisions, to name a few. Building this highway will only contribute to this issue. Wouldn't humans be smarter to put the money towards public transport rather than living the pockets of construction moguls and pandering to people who want to get somewhere faster? Will it be too late when governments realize that our survival is closely linked to the survival of all citizens? I have lived, worked, and played in this area for 40 years. There is no need for this highway. And I stress "need". Need and want are 2 very different things. When the proposal discusses eco-passages and fencing, that's great. However, how many, what form, and in what areas are they going to be? What companies have been consulted? Please consult the 4 sites that I have included. One is from the Ministry and 3 are from companies that work with governments in planning cost-effective, eco-friendly projects that respect wildlife habitats. http://www.roadsandwildlife.org/data/files/Documents/MTOEnvironmentalGuideforWildlifeMitigationFinal2015-ENGLISH1.pdf https://www.al.ca/wildlife-crossings-and-fish-passages/ https://arc-solutions.org/news-solutions/ https://eco-kare.com/about/ I would appreciate answers to the questions I have asked. As you can see, I am a wildlife rehabber. [REDACTED] because I know how important all the critters are in our world - they all have valuable jobs that keep humans healthy and alive. | <p>Hi [REDACTED],</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>To address environmental commitments and conditions of the 2002 Approved EA related to terrestrial ecosystems and Species at Risk, including the specific requirement to evaluate potential wildlife crossings, the MTO will undertake a number of studies during the Preliminary Design. These studies include Terrestrial Ecosystems Existing Conditions and Impact Assessment Report including an assessment of vegetation and vegetation communities, wildlife and wildlife habitat, species at risk and designated natural areas. The terrestrial ecosystems assessment study and outcomes will be presented at PIC #2 and in the EA documentation.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements. These studies include Terrestrial Ecosystems Existing Conditions and Impact Assessment Report (including an assessment of vegetation and vegetation communities, wildlife and wildlife habitat, species at risk and designated natural areas). As part of the EA process, the terrestrial ecosystems assessment study and outcomes will be presented at PIC #2 and in the EA documentation, which will be made available for public review in accordance with Class EA requirements.</p> <p>The MTO undertook advanced work prior to the preliminary design to update information related to Species at Risk (or SAR), and their habitat that may potentially occur within the project limits. Several sensitive species have the potential to be present within the study area, based on information gathered through the MHC database, and consultation with Ministry of Natural Resources and Forestry; and MECP in early 2020. Sensitive species are those afforded protection under the relevant policies/legislation (Endangered Species Act (ESA), Migratory Birds Convention Act (MBCA), Species at Risk Act (SARA)).</p> <p>The MTO will continue field investigations initiated in 2020 to confirm species and habitats within the study area, identify constraints, assess potential impacts, and work with the design team to avoid potential impacts to SAR and their habitat, where possible. Protection and mitigation measures will be implemented where practical and in consideration of the design evaluation criteria and legislative requirements. The MTO will aim to balance the technical and environmental constraints for the proposed design refinements and alternatives.</p> <p>Where required by MECP, or the needs of the project, species-specific surveys will be conducted by technical specialists during the appropriate season and design phase to confirm the presence of SAR or SAR habitat that may be impacted by the proposed works. This will further refine the potential or identified species-specific impacts and allow for development of species-specific mitigation strategies, which will be carried forward as environmental commitments, and requirements for environmental approvals, design refinements and construction measures.</p> <p>Where potential impacts to endangered or threatened species are identified, the MTO will work with regulatory agencies to meet the legislative requirements of the ESA and SARA, if required. The MTO will obtain the necessary permit or approvals for the project. The conditions of approvals, which may include mitigation and/or monitoring conditions, and consultation requirements, will become part of the environmental commitments for the project.</p> <p>The MTO recognizes that the species at risk legislation is updated regularly, and a species may be reclassified at any time. Should any species occurring within the study area be reclassified as either federal or provincial SAR prior to completion of the project, the MTO will consult with the regulatory agency for which the provincial and/or federal legislation applies, to confirm the legislative requirements. This may include changes to studies, impact assessments and mitigation strategies, and approval requirements.</p> <p>The results of this study will be documented in a Terrestrial Ecosystems Impact Assessment Report. As part of the EA process, the terrestrial ecosystems assessment study and outcomes will be presented in EA documentation and made available for public review in accordance with Class EA requirements.</p> <p>The process for selection of the appropriate location, methods of exclusion or wildlife passage opportunities will be refined through consultation and engagement with regulatory agencies (Ministry of Environment Conservation and Parks (MECP); Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMNR); conservation authorities). Using data obtained during the Terrestrial Ecosystems studies, and through consultation with regulatory agencies, the MTO will identify appropriate opportunities and needs for exclusion fencing and wildlife passages. We thank you for providing links related to wildlife passages and will consider these moving forward.</p> <p>The government is keeping its promise to build better public transit. Ontario is moving forward with two-way, all-day service every 15 minutes on key segments of the GO Transit rail network, improving access to transit and convenience for the people of Ontario.</p> <p>Through continued collaboration with Metrolinx and Infrastructure Ontario, the province continues to move forward with critical procurements, including additional infrastructure along all GO rail corridors.</p> <p>But, even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). Our government is committed to making sure that our transportation system works for all the people of Ontario. That's why we're making historic investments in transit and transportation infrastructure to dramatically expand and enhance the province's transportation network.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> |
| CT-PIC1-060 | | To: Project Team From: [REDACTED] | PIC 1 Comment Form | Contamination of groundwater concern Noise and vibration concerns | 05-06-2021 | I am really concerned with the newest proposal as the highway will be right beside my property. Main concerns for me are contamination of ground water. I am on [REDACTED]. What if there is a catastrophic spill from an accident?? Noise and vibrations, and impacts to the Greenbelt (water, Marsh, wildlife) are also major concerns. I understand no environmental assessment will be done and the last was in 2002. That is grossly negligent. I am unimpressed with the Fort Government (department for the environment and climate) and will be voting them out in the next election if this highway proceeds with this flagrant disregard for our environment. [REDACTED] | <p>Hi [REDACTED],</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Based on the Preliminary Design of the Preferred Route, a Drainage and Hydrology Assessment and Groundwater Impact Assessment will be completed as part of the study to identify potential impacts of highway runoff and stormwater on surface water and groundwater and develop appropriate mitigation measures to protect the Holland River watershed.</p> <p>The Drainage and Hydrology Assessment for Preliminary Design of the Preferred route is undertaken according to MTO's Environmental Reference for Highway Design (ERHD, 2013) and will include development of a Drainage Report to summarize stormwater management components, hydrologic/hydraulic assessments, proposed mitigation measures and Preliminary Design recommendations for potential stormwater management facilities (e.g. stormwater management ponds). Lake Simcoe Region Conservation Authority (LSRCA) and Nottawasaga Valley Conservation Authority (NVCA) will be consulted throughout the study to maintain alignment with currently policies and practices for the watershed.</p> <p>The Groundwater Impact Assessment for Preliminary Design of the Preferred route is undertaken according to MTO's ERHD and will include a desktop review of well records available from the Ontario Ministry of Environment, Conservation and Parks (MECP) as well as geological and hydrogeological maps and reports from secondary sources. Based on the information collected, the Project Team will verify the need and type of approval required for groundwater taking (i.e. MECP Environmental Activity and Sector Registry (EASR), Category 2 Permit-to-Take-Water (PTTW) or Category 3 PTTW). The required registration/permit will be obtained during the subsequent design phase of the study (detailed design).</p> <p>The Greenbelt Plan recognizes that infrastructure is important to Ontario's economic well-being, human health, and quality of life. The Bradford Bypass corridor will put people to work, help Ontario's businesses remain competitive in an increasingly global marketplace, and make it easier for people to move around the GGH for work or leisure.</p> <p>The route selected for the Bradford Bypass was chosen, in part, to mitigate impacts to environmentally sensitive areas. As the project's EA study update moves ahead, the Project Team will carefully consider all impacts and will continue to work with environmental agencies, municipalities, conservation authorities and other concerned stakeholders to identify principles and recommendations for mitigating the impacts of placing new or expanded provincial highways and transitways within areas of the Greenbelt.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements. The 15 environmental studies are being undertaken to update existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts. Environmental studies will be undertaken no matter what EA process is followed in order to evaluate potential impacts and identify mitigation measures for environmental protection. The results of these studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022, and documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-061 | | To: Project Team From: [REDACTED] | PIC 1 Comment Form | Other solutions are better | 05-06-2021 | The Bradford Bypass Hwy should not be built. No more interference with wetlands in Ontario, we have taken enough; nature needs a place to grow and it is here in the Holland Marsh. Wetlands especially the Holland Marsh should in no way be removed from our natural inventory. The STOP THE BRADFORD BYPASS group has the solutions to the traffic situation. This highway will not reduce traffic. Truly sustainable solutions are needed now with impending biodiversity loss and further Climate Change. Traffic noise is devastating to nature. Discontinued to read that the Huron Wendat concerns were not fully respected in the Federal Impact Assessment. | <p>Hi [REDACTED],</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges your opposition to the project.</p> <p>The government is keeping its promise to build better public transit. Ontario is moving forward with two-way, all-day service every 15 minutes on key segments of the GO Transit rail network, improving access to transit and convenience for the people of Ontario. Through continued collaboration with Metrolinx and Infrastructure Ontario, the province continues to move forward with critical procurements, including additional infrastructure along all GO rail corridors. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). Our government is committed to making sure that our transportation system works for all the people of Ontario. That's why we're making historic investments in transit and transportation infrastructure to dramatically expand and enhance the province's transportation network. The Bradford Bypass is one component of this investment in transit and transportation infrastructure.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements. The 15 environmental studies are being undertaken to update existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts. Environmental studies will be undertaken no matter what EA process is followed in order to evaluate potential impacts and identify mitigation measures for environmental protection. A Terrestrial Ecosystems Existing Conditions and Impact Assessment Report (including an assessment of vegetation and vegetation communities, wetlands, wildlife and wildlife habitat, species at risk and designated natural areas) is one of the studies being undertaken. An Agricultural Impact Assessment will be conducted to identify potential impacts to agricultural areas/local farmers and recommend mitigation measures/future commitments. This assessment will also include direct consultation with local farming communities.</p> <p>The results of these studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022, and documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>Alternatives are being considered throughout the Preliminary Design phase of the Project. The province is keeping its promise to build better public transit. We are moving forward with two-way, all-day service every 15 minutes on key segments of the GO Transit rail network, improving access to transit and convenience for the people of Ontario. Through continued collaboration with Metrolinx and Infrastructure Ontario, the province continues to move forward with critical procurements, including additional infrastructure along all GO rail corridors. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). Our government is committed to making sure that our transportation system works for all the people of Ontario. That's why we're making historic investments in transit and transportation infrastructure to dramatically expand and enhance the province's transportation network. The Bradford Bypass is one component of this investment in transit and transportation infrastructure.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-062 | | To: Project Team From: [REDACTED] | PIC 1 Comment Form | EA is out of date Review Alternatives | 05-06-2021 | I read through the proposed mitigation measures for the Bradford bypass, and they do not offset the overall environmental impact of building new major infrastructure within greenbelt lands and the specialty crop areas of Holland Marsh. Therefore, the basic premise of this project should be reconsidered. The environmental assessment is extremely out of date - a lot has changed in 20 years. Development pressure on terrestrial habitat, Lake Simcoe, and agricultural land have all increased, and our understanding of possible ecological impacts has also improved. Since the fundamental premise of the bypass is to connect the 404 and 400, the project should look at alternatives such as easing congestion on the 401, negotiating for lower tolls on the connecting stretch of the 407 etc. That way, drivers leaving the GTA could simply get on the right highway from the start, rather than switching over near Bradford. | <p>Hi [REDACTED],</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges your concerns regarding the proposed freeway and the potential impact on the natural environment. Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements. The 15 environmental studies are being undertaken to update existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts. A Terrestrial Ecosystems Existing Conditions and Impact Assessment Report (including an assessment of vegetation and vegetation communities, wetlands, wildlife and wildlife habitat, species at risk and designated natural areas) is one of the studies being undertaken. An Agricultural Impact Assessment will be conducted to identify potential impacts to agricultural areas/local farmers and recommend mitigation measures/future commitments. This assessment will also include direct consultation with local farming communities.</p> <p>The results of these studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022, and documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>Alternatives are being considered throughout the Preliminary Design phase of the Project. The province is keeping its promise to build better public transit. We are moving forward with two-way, all-day service every 15 minutes on key segments of the GO Transit rail network, improving access to transit and convenience for the people of Ontario. Through continued collaboration with Metrolinx and Infrastructure Ontario, the province continues to move forward with critical procurements, including additional infrastructure along all GO rail corridors. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). Our government is committed to making sure that our transportation system works for all the people of Ontario. That's why we're making historic investments in transit and transportation infrastructure to dramatically expand and enhance the province's transportation network. The Bradford Bypass is one component of this investment in transit and transportation infrastructure.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |

| Reference # | Assigned To | To/From Organization | Format (Email, Phone, Fax) | Topic/Theme | Date Comment/Question/Request Received | Comment/Question/Request | Project Team Response |
|------------------|-------------|-----------------------------------|------------------------------|--|--|---|---|
| CT-PIC1-063 | | To: Project Team From: [REDACTED] | New Stakeholder Comment Form | Add to CL | 05-06-2021 | Lawyer representing owner of property within the Study Area [REDACTED] Please add to the study mailing list and contact for any matters affecting the property. | <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: Comment period April 22 to May 6, 2021 (Complete). PIC materials remain on the website for reference.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 starting at 7pm EST, where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible, we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> |
| CT-PIC1-064 | | To: Project Team From: [REDACTED] | New Stakeholder Comment Form | Proximity of the bypass to residential areas Noise concerns | 05-06-2021 | The highway 400-404 bypass is not going to be an economic boon for our town - people will BYPASS THE TOWN. Further -the proximity of the bypass to current residential areas and the conservation lands nearby will only be adding to the existing noise and pollution created when line 8/Disette was widened. At one time, we could sit in our backyard and enjoy the sounds of the birds etc. Or sleep with the windows open on a warm night. No longer possible due to the constant traffic sounds. An alarm clock is not necessary as the sound id traffic can be heard through closed windows. The sounds from this bypass will only add to this. The peace and tranquility of the conservation will also be shattered as the excessive noise will carry there as well | <p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements. The 15 environmental studies are being undertaken to update existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts. Environmental studies will be undertaken no matter what EA process is followed in order to evaluate potential impacts and identify mitigation measures for environmental protection. As part of this study, a Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide.</p> <p>Construction-related noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>In addition, the MTO is continuously finding innovative opportunities to address noise mitigation efforts through engineering of various types and enhancements of pavement materials and pavement structures which will be factored into the appropriate design phase.</p> <p>The results of the preliminary design and environmental assessment studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022, and documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-PIC1-065 | | To: Project Team From: [REDACTED] | Email | Request to receive reports and more info on noise mitigation | 05-07-2021 | Thank you for your excellent presentation at our Council meeting a few weeks ago. It was very helpful. I have received a few requests from constituents hoping to access the latest route maps, particularly with respect to the proposed interchanges near County Rd 4 in Bradford. These are nearby property owners. Would it be possible to send me the latest maps. As well, I want to reiterate from our discussion at the Council meeting that noise mitigation and sound barriers will be important, particularly along homes in my ward abutting onto [REDACTED]. These are established subdivisions and so there are existing yard fences, but sound barriers are required at their properties, that would be a good discussion to engage in sooner than later. | <p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Currently, MTO is preparing an advance works contract in partnership with Simcoe County and the Town of Bradford West Gwillimbury which is based on the approved Municipal Class EA prepared for the widening of County Road 4 from the existing 2 lanes to 4 lanes. Prior to the commencement of construction of this advance works contract, MTO is required to complete a study of the existing conditions including environmental conditions and mitigation to impacts to the extension practical. This also includes consultation with the public, stakeholders and Indigenous peoples, and documentation of decision making. All applicable provincial and federal legislative and permitting processes will be completed as required.</p> <p>Attached is the Key Plan map for your reference to the County Road 4/Yonge Street advanced works/widening. Future designs/mapping related to the early works on County Road 4 will be available through the collaboration with municipal and county staff as designs are advanced.</p> <p>We acknowledge your comments regarding the importance of sound barriers. As part of the Bradford Bypass study, a Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide.</p> <p>Construction-related noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>In addition, the MTO is continuously finding innovative opportunities to address noise mitigation efforts through engineering of various types and enhancements of pavement materials and pavement structures which will be factored into the appropriate design phase.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-WEB-001 | | To: Project Team From: [REDACTED] | Q and A | Start of BBP | 05-18-2021 | "Where is the line start from Queensville?" | <p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The 2002 EA approved alignment will extend from Highway 400 between Lines 8 and 9 in Bradford West Gwillimbury, will cross a small portion of King Township and will connect to Highway 404 between Queensville Sideroad and Hoborn Road in East Gwillimbury. A map showing the location of the proposed freeway alignment can be reviewed at the following link: https://www.bradfordbypass.ca/. Additionally, the proposed interchange at Highway 404 can be reviewed at the following link: https://www.bradfordbypass.ca/2021/04/12/Highway-404-referencem-alternatives/.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-WEB-002 | | To: Project Team | Q and A | Name of the BBP | 05-18-2021 | "Why do the AECON folks call the project the 400-404 Link, but the MTO folks continue to call it the Bradford Bypass? The project should have one name — 400-404 LINK" | "See CT-PIC-009 above." |
| CT-WEB-002 Cont. | | To: Project Team | Q and A | Name of the BBP | 05-18-2021 | The initial EA was a long time ago. MTO has new standards for 400 series highways. Will the project be built to the latest standards or those in place at the time of the EA? | "See CT-PIC-009 above." |
| CT-WEB-002 Cont. | | To: Project Team | Q and A | Name of the BBP | 05-18-2021 | Will consider of moving the interchange at Leslie Ave to 2nd Concession be considered as an alternative in the environmental study? | "See CT-PIC-009 above." |
| CT-WEB-003 | | To: Project Team From: [REDACTED] | Q and A | Outdated EA Proximity to residential area | 05-18-2022 | The plan was approved in 2002, almost 20 years ago. A lot has changed since. Do you recognize, that the bypass will be right next to existing developments in Bradford? A lot of families will be impacted by the noise and pollution. | <p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements. The 15 environmental studies are being undertaken to update existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts. These studies will include a Noise Impact Assessment, Air Quality Impact Assessment, Property Impact Assessment, Land Use Factors Assessment, and Human Health Assessment, which will all evaluate potential impacts of the freeway on adjacent landowners. The results of these studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022, and documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>The Project Team will be holding a Value Engineering Workshop as part of this study, currently anticipated for Spring 2022.</p> <p>At this time, there are no plans in place to create dynamic charging systems for vehicles who choose to use the proposed Bypass. However, this may be explored further during the subsequent Detail Design phase.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-WEB-003 Cont. | | To: Project Team From: [REDACTED] | Q and A | Outdated EA Proximity to residential area | 05-18-2023 | Is the a Value Engineering study at this stage? | "See response above." |
| CT-WEB-003 Cont. | | To: Project Team From: [REDACTED] | Q and A | Outdated EA Proximity to residential area | 05-18-2024 | Is there any consideration to build in dynamic charging systems for electric vehicles? (i.e. the vehicle charges as it travels on the 400-404 Link) It would offset some Environmental impacts. | "See response above." |
| CT-WEB-004 | | To: Project Team From: [REDACTED] | Q and A | TE | 05-18-2021 | Can you please explain how the proposed exemptions will affect the TE and process? | <p>"See response included in CT-PIC-26"</p> <p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>An updated TESR is proposed for completion in 2022. MECF has been considering the results of consultation on a regulatory proposal (https://www.ontario.ca/hoc/16-1883) for a streamlined process to complete the EA for Bradford Bypass, tailored to the specifics of the project and the procurement and delivery models planned. The regulation, if approved, will still require MTO to gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous peoples, and document decision-making. Other provincial and federal legislative and permitting processes would still apply. Please refer to MECF for details on the regulatory proposal.</p> <p>The 10th sideroad overpass is not a new addition to the study. The planning process for the 2002 Approved EA narrowed down alternatives from a broad range of potential solutions to the concept, ultimately selected as the Technically Preferred Route to a Planning level of detail. As part of this Preferred route, an overpass was required at 10th sideroad.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-WEB-004 Cont. | | To: Project Team From: [REDACTED] | Q and A | TE | 05-18-2022 | Is the 10th side road overpass a new addition to the design? Why is another overpass being included here | "See response above." |
| CT-WEB-005 | | To: Project Team From: [REDACTED] | Q and A | Cloverleaf interchange | 05-18-2021 | Please provide additional background and rationale for MTO highway design standard revisions eliminating former clover leaf interchange designs and the previously approved partial clover leaf interchange design at Highway 400 and the Bradford Bypass? The former approved interchange design provided access to properties located within OPAA15 Employment Lands on west side of Highway 400 from the Bradford Bypass which provided access for future employment uses and logistical highway access. The four (4) Highway 400 Interchange Alternatives provided cut off access to the west side of Highway 400 Employment Lands in OPAA15 and require additional lands to complete the three (3) tiered overpasses? | <p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The design recommended as part of the Approved 2002 EA and Route Planning study was developed in accordance with highway design and safety standards applicable at that time. A partial cloverleaf interchange that would provide direct access to the lands adjacent to the interchange was not proposed as part of the route planning study in this location, only a freeway-to-freeway connection between Highway 400 and the Bradford Bypass was proposed.</p> <p>In advance of the Preliminary Design Study, the MTO undertook advance works to identify areas where the 2002 Approved EA required updates to meet current design standards. One such location occurred at the proposed freeway to freeway interchange with Highway 400. Freeway-to-freeway interchange updates were identified to correct the proposed loop ramp and provide directional freeway-to-freeway ramps to meet current design standards.</p> <p>At the proposed Highway 400 and Bradford Bypass interchange, Alternatives #1 and #2 provide access to the Simcoe County Road 88 interchange to vehicles travelling southbound on Highway 404 through which employment lands west of Highway 400 can be accessed. Alternative #3 and #4 provide access to both vehicles travelling southbound on Highway 400 and westbound on the Bradford Bypass to Highway 400 southbound. The Project Team continues to consult with local municipalities and takes into consideration land use planning information within the study area. The MTO will also meet with individual landowners throughout the study to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts.</p> <p>Construction phasing for the larger Bradford Bypass is still being evaluated at this time, but the MTO is also identifying opportunities for early works - Advanced Contracts as part of this project. Some preliminary early works activities that are currently being considered could include: new bridge construction (excluding watercourse crossings), bridge replacement or expansion, and utility relocation. As you may be aware, the Ontario government 2021 Budget allocated funding for the Bradford Bypass early works, which includes a grade separation at County Road 4/Yonge Street.</p> <p>Prior to the commencement of any early works, MTO is still required to gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous Communities, and document decision-making. Other provincial and federal legislative and permitting processes would still apply.</p> <p>As part of this study, the Project Team is in consultation with utility companies and municipalities to confirm any potential utility impacts related to the proposed Bradford Bypass. The Project Team will also be undertaking a Land Use Factors Assessment and Property Impact Assessment to identify future development areas and any potential impacts.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> |
| CT-WEB-005 Cont. | | To: Project Team From: [REDACTED] | Q and A | Cloverleaf interchange | 05-18-2022 | The proposed four (4) alternative interchange designs at Highway 400 and the Bradford Bypass will devalue planned employment lands since there is no direct access to the west side of Highway 400 as per previous approved interchange partial clover leaf design. Property owners purchased lands based upon previous approved MTO Class EA. New interchange design alternatives will take more property from these adjacent property owners and make several 100 acre farms reduced in value and reduce land use options. | "See response above" |
| CT-WEB-005 Cont. | | To: Project Team | Q and A | Cloverleaf interchange | 05-18-2023 | What is the plan for future construction phasing of the Bradford Bypass? We assume MTO will start with proposed interchange at Highway 400 and move east towards Yonge Street? | "See response above" |
| CT-WEB-005 Cont. | | To: Project Team From: [REDACTED] | Q and A | Cloverleaf interchange | 05-18-2024 | Has MTO and AECCOM considered proposed future OPAA15 Employment Lands Sanitary Trunk Sewer design proposed along west side of Highway 400 from County Road 88 north to service 400 acres of employment lands located within OPAA15? The proposed interchange at Highway 400 and the Bradford Bypass will impact the proposed sanitary trunk sewer alignment that will need to be considered in the final interchange design. | "See response above" |

| Reference # | Assigned To | To/From /Organization | Format (Email, Phone, Fax) | Topic/Theme | Date Comment/ Question/Request Received | Comment/ Question/ Request | Project Team Response |
|------------------|-------------|--------------------------------------|----------------------------|---|---|---|--|
| CT-WEB-006 | | To: Project Team From: [REDACTED] | Q and A | Additional interchange at Yonge Street | 05-18-2021 | A comment related to the proposed interchanges. Wouldn't an interchange at Yonge Street (Yonge Road 51) be more useful than at Bathurst (Yonge Road 38)? Yonge Street directly serves the community of Holland Landing, meanwhile Bathurst Street doesn't go to any major community directly. Unless there's plans for Bathurst to cross the river into Simcoe County, I don't understand why Bathurst was chosen | <p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Preliminary Design and Environmental Assessment of the Bradford Bypass includes proposed interchanges at County Road 4, Bathurst Street and Leslie Street. These interchange locations were identified in the 2002 Approved EA which were developed, evaluated, and selected through the evaluation process.</p> <p>The traffic demand assessment carried out as part of this study confirmed the locations of the proposed interchanges would service the provincial needs. Interchange configuration refinements at the proposed locations within the Study Area are being considered during the current study based on 5 broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p> <p>It is noted that municipalities within the Study Area of the Bradford Bypass have generated Official and Transportation Master Plans based on the proposed Bradford Bypass as per the approved EA (2002) in order to address traffic demand as a result of population and employment growth projections. As a result, the Project Team will continue to engage municipalities and will support future municipal interchange initiatives.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-WEB-007 | | To: Project Team From: [REDACTED] | Q and A | BBP will not relieve congestion on the 404 | 05-18-2021 | More than half of respondents said they would not use the highway or rarely use it. Why is this being put in? Who is commuting to Keswick? And the 404 is already jammed. What will be done to resolve congestion the 404? | <p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The purpose of the proposed Bradford Bypass is to improve connectivity to the region as well as to provide capacity to accommodate future demand in the region. The new freeway will relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and support urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404.</p> <p>Significant population growth is projected for both Simcoe County, with an estimated increase to 416,000 residents by 2031; and the Regional Municipality of York estimated 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. The "2019 Places to Grow: Growth Plan for the Greater Golden Horseshoe" enacted by the Government of Ontario identifies, and supports planned transportation corridors that are required to meet projected travel demand needs, including the proposed Bradford Bypass.</p> <p>Traffic projections utilizing population and employment densities are derived from the Provincial Greater Golden Horseshoe Transportation Model, which considers population and employment targets by region, as identified in the Places to Grow Act.</p> <p>The 2041 horizon year travel time savings of 10-35 minutes are calculated based on the time of day and origin/destination within the limits of the corridor using an area-wide transportation model. The model compared scenarios, with and without the Bradford Bypass corridor in place, for various key origin and destination locations, including municipal centers within the region.</p> <p>All design options being considered will be done in coordination with the Towns of Bradford West Gwillimbury, East Gwillimbury, the Township of King, County of Simcoe and York Region.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-WEB-008 | | To: Project Team | Q and A | Review by CA's | 05-18-2021 | will MTO be submitting the project to voluntary review by LCA or NVCA? | "See CT225 response" |
| CT-WEB-008 Cont. | | To: [REDACTED] | Q and A | Review by CA's | 05-18-2022 | How do we know these are real questions? | "See CT225 response" |
| CT-WEB-009 | | To: Project Team From: [REDACTED] | Q and A | Impact on OEM Manufacturers | 05-18-2021 | We are concerned that our organization's service will be interrupted by the construction of the highway as it appears the project will impact our property. We are a critical supplier to automotive OEM manufacturers and we cannot interrupt their supply chain so it is critical to ensure our operations will not be stopped or interrupted for this project. If there is a risk this project would mean our plant had to be relocated, we need to understand that as soon as possible and need to understand the details regarding the requirements and the process involved. We are on Artesian Ind Pkwy in the area of refinement. | <p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>We recognize that your property is in close proximity to the right-of-way limits of the project. As the design progresses to determine the limits of grading and design for the overpass structure to carry the Bradford Bypass over Artesian Industrial Parkway, more information will be available to the public and adjacent property owners. Access along Artesian Industrial Parkway will be maintained. We encourage you to view the design refinement information at Artesian Industrial Parkway in the PIC materials here: https://www.bradfordbypass.ca/2021/04/09/8-general-design-refinements/. The ROW limits and alignment in this area can be viewed in the last image file on this page.</p> <p>The MTO will meet with individual landowners prior to PIC #2 to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts.</p> <p>The Project Team has received questions from Raghu Raju about communications with individuals from AGC Automotive. As we have multiple contacts for this property, it would be helpful to update our communication protocols and contact information to ensure the correct individuals are included going forward. Please let us know if we are to include you as part of the communications with AGC Automotive representatives. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-WEB-010 | | To: Project Team From: [REDACTED] | Q and A | Construction Timeline, Defining Design Refinement, Expropriation | 05-18-2021 | When do you expect to start construction of this project? What is the timeline for this project? What exactly is a "design refinement"? Will MTO expropriate blocked off design refinement areas? At what point will MTO approach landowners for land that will be expropriated? | <p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team is identifying opportunities for early works as part of this project. Currently, MTO is preparing to advance early works, which includes a grade separation at County Road 4/Yonge Street. Some of the other early works activities in the corridor that are currently being considered could include new bridge construction, bridge replacement or expansion, fencing, grading works, or utility relocation.</p> <p>Prior to the commencement of any early works, MTO is still required to gather information about environmental conditions, investigate and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous peoples, and document decision-making. Other provincial and federal legislative and permitting processes would still apply.</p> <p>Design refinements are developed to bring previous designs, in this case those from the 2002 Approved EA, up to current design standards and consider factors such as adjustments to highway and road profiles at road crossings, traffic volume, demand, accessibility and safety, constructability, utility conflicts & property impacts, natural environment, social, economic & cultural sensitivities.</p> <p>MTO has already begun the process of acquiring lands from willing sellers for properties that have been identified as necessary to acquire. MTO will meet with individual landowners prior to PIC #2 to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts.</p> <p>MTO's preferred approach is to negotiate in good faith with owners as early as possible to reach amicable agreements for the acquisition of any properties needed to support important infrastructure improvements like this. Expropriation is only used as a backstop measure when agreements can't be reached within suitable project timelines.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>The Project Team has been in communication with individuals from AGC Automotive, including Ryan Russell. As we have multiple contacts for this property, it would be helpful to update our communication protocols and contact information to ensure the correct individuals are included going forward. Please let us know if we are to include you as part of the communications with AGC Automotive representatives. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-WEB-010 Cont. | | To: Project Team | Q and A | Potential Impacts to Business | 05-18-2022 | [REDACTED] the design refinement and we have yet to be contacted by MTO. When will we be contacted as you stated we would be contacted as early as possible? Thank you. | "Response to this comment is reflected in the row above" |
| CT-WEB-011 | | To: [REDACTED] From: [REDACTED] | Q and A | Disapproving of the webinar, How will impacts to the Holland Marsh be mitigated | 05-18-2021 | The plan is to place a highway through the Holland Marsh... How do you "mitigate" that if the highway goes through? | <p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The webinar was presented by members of MTO and AECOM through Zoom to provide an initial summary of the first Part of PIC 1 and provide additional information related to the key comment and feedback themes submitted to the project team within the two-week review period from April 22 to May 6, 2021. The webinar was recorded and is available through the Project Website for those who were unable to attend the presentation on May 18th. Comments received during the PIC and webinar are reviewed and responded to by the project team as part of the consultation process.</p> <p>The Bradford Bypass is anticipated to cross the Holland Marsh Provincially Significant Wetlands at two points: along the Holland River and Holland River East Branch, for an approximate combined length of one kilometre, amounting to only 0.35 per cent of the entire PSV area. Through the Preliminary Design, the Project Team will carefully consider all impacts to wetland areas and will continue to work with environmental agencies, municipalities and other concerned stakeholders to identify principles and recommendations for mitigating the impacts of placing new or expanded provincial highways within wetland areas. The Preliminary Design will consider minimizing impacts to these wetland areas through engineering refinements and consider the following approaches and strategies:</p> <p>Design refinements implemented in consultation with regulatory agencies including the Ministry of Natural Resources and Forestry and Conservation Authorities (for example: Lake Simcoe Region Conservation Authority, Nottawasaga Valley Conservation Authority) to minimize potential impacts, supplement these refinements and develop appropriate mitigation strategies;</p> <p>Adherence to conditions of environmental approvals applicable to project elements that interact with or influence provincially significant wetlands;</p> <p>surface water conveyance and management measures;</p> <p>strategic plantings to enhance the performance of proposed drainage and storm water management measures;</p> <p>erosion and sediment control measures to be implemented during construction;</p> <p>restricting construction-related activities to avoid sensitive periods for aquatic and wildlife species during life cycle stages;</p> <p>measures for spill control/drainage/emergency plans; and,</p> <p>a construction inspection and monitoring plan, including use of qualified personnel, reporting and response procedures.</p> <p>In addition, the MTO will work to understand and avoid where possible any potential impacts to Species at Risk within provincially significant wetland areas. Should potential impacts be confirmed to threatened or endangered species, the MTO will work with the MECP to obtain a permit under the Ontario Endangered Species Act. The permitting process may include additional mitigation and/or monitoring conditions, and consultation requirements as environmental conditions to the project.</p> <p>The purpose of the proposed Bradford Bypass is to improve connectivity to the region as well as to provide capacity to accommodate future demand in the region. The new freeway will relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and support urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404.</p> <p>Significant population growth is projected for both Simcoe County, with an estimated increase to 416,000 residents by 2031; and the Regional Municipality of York estimated 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. The "2019 Places to Grow: Growth Plan for the Greater Golden Horseshoe" enacted by the Government of Ontario identifies, and supports planned transportation corridors that are required to meet projected travel demand needs, including the proposed Bradford Bypass. Traffic projections utilizing population and employment densities are derived from the Provincial Greater Golden Horseshoe Transportation Model, which considers population and employment targets by region, as identified in the Places to Grow Act.</p> <p>The 2041 horizon year travel time savings of 10-35 minutes are calculated based on the time of day and origin/destination within the limits of the corridor using an area-wide transportation model. The model compared scenarios, with and without the Bradford Bypass corridor in place, for various key origin and destination locations, including municipal centers within the region.</p> <p>All design options being considered will be done in coordination with the Towns of Bradford West Gwillimbury, East Gwillimbury, the Township of King, County of Simcoe and York Region.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-WEB-011 Cont. | | To: Project Team | Q and A | Disapproving of the webinar | 05-18-2022 | Improve traffic conditions or induced demand | "See response above" |
| CT-WEB-011 Cont. | | To: Project Team | Q and A | Disapproving of the webinar | 05-18-2023 | Very disappointing "PIC" webinar. Nothing more than a rote reading of carefully written statements in response to previously asked questions. | "See response above" |
| CT-WEB-012 | | To: Project Team From: [REDACTED] | Q and A | Interchange at 2 nd Concession | 05-18-2021 | Making the interchange at 2nd concession makes more sense than Bathurst st. as it has already been widened, wouldn't you agree? | <p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Preliminary Design and Environmental Assessment of the Bradford Bypass includes proposed interchanges at County Road 4, Bathurst Street and Leslie Street. These interchange locations were identified in the 2002 Approved EA which were developed, evaluated, and selected through the evaluation process.</p> <p>The traffic demand assessment carried out as part of this study confirmed the locations of the proposed interchanges would service the provincial needs. Interchange configuration refinements at the proposed locations within the Study Area are being considered during the current study based on 5 broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p> <p>It is noted that municipalities within the Study Area of the Bradford Bypass have generated Official and Transportation Master Plans based on the proposed Bradford Bypass as per the approved EA (2002) in order to address traffic demand as a result of population and employment growth projections. As a result, the Project Team will continue to engage municipalities and will support future municipal interchange initiatives.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |
| CT-WEB-013 | | To: Project Team From: [REDACTED] | Email | Webinar Recording | 05-18-2021 | H, I don't think I'll be able to attend the webinar live tonight. Could you please send me the link and a note regarding when the taped version will be available. Thanks, [REDACTED] | <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>You can view a recording of the PIC Part 2 Webinar by accessing the Project Website or by using the link below: https://vimeo.com/552517791/2d251c9a34</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> |

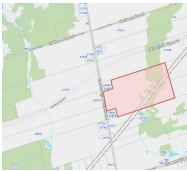
**Preliminary Design Interchange
Considerations Consultation
Event - Consultation Record**

| Reference # | Assigned To | To/From (Organization) | Format (Email, Phone, Fax) | Topic/Theme | Date Comment/ Question/Request Received | Comment/ Question/ Request | Project Team Response |
|-------------|-------------|--------------------------------------|-------------------------------|--|---|--|---|
| CT-PS-01 | | To: Project Team From: [REDACTED] | Email | Mark-ups | Wednesday, April 20, 2022 | <p>*Forwarded Project Team notification email to Simcoe circulations and Rogers for mark-up requests. CC'd Project Team</p> <p>*Please find mark-up requests*</p> | No response required. |
| CT-PS-02 | | To: Project Team From: [REDACTED] | Email | LCA Comments | Wednesday, April 20, 2022 | <p>Good afternoon:</p> <p>Thank-you for consulting the LCA on the Preliminary Design: Interchange Consideration as part of the Bradford Bypass EA.</p> <p>The general location for the proposed interchange at Sideroad 10, in between Line 8 and Line 9 in the Town of Bradford-West Gwillimbury includes the following natural hazards and environmental features:</p> <p>Floodplain and erosion hazards associated with Frazer Creek watercourses, and unevaluated wetland. Woodland and Simcoe Greenland Ecologically Significant Groundwater Recharge areas identified under the Lake Simcoe Protection Plan (LSPP).</p> <p>The general location for the proposed interchange at 2nd Concession, south of Holborn Rd in the Town of East-Gwillimbury includes the following natural hazards and environmental features:</p> <p>Floodplain and erosion hazards associated with Holborn Drain watercourse and Ravenshoe/Boag Drain watercourse, and unevaluated wetland. The LCA does not have floodplain mapping or modelling for the Ravenshoe/Boag drain so MTO will need to complete a HEC-RAS analysis to delineate the floodplain and determine flood elevations. Holland River Marsh- ANSL located north of Holborn Rd and West of 2nd Concession. York Region Significant Woodland. Protected Countryside under the Greenbelt Plan. Ecologically Significant Groundwater Recharge area as identified under the Lake Simcoe Protection Plan (LSPP).</p> <p>Maps are attached showing the above hazards and features.</p> <p>The LCA provides the following suggestions to avoid or mitigate impacts associated with the proposed interchanges:</p> <p>Wherever possible, the floodplains, valleylands and wetlands be spanned to avoid impacts to the features. Any significant woodlands be avoided or impact mitigated. Existing drainage and conveyance be maintained and or improved with no change to upstream or downstream flows. Quantity and quality storm water management controls be implemented to avoid impacting erosion, floodplains or pollution in accordance with LCA Stormwater Management Guidelines. Any fill placement in the floodplain be avoided or compensated for with an incremental cut. Proper erosion and sediment control measures be undertaken to prevent sediment migration and impact to watercourses.</p> <p>Given the Ministry of Transportation is performing its functions for or on behalf of the Government of Ontario, Section 28 of the Conservation Authorities Act is not applicable. However, we recommend further consultation through the detailed design or environmental discipline studies which will be carried out through the design including:</p> <p>Drainage and Hydrology; Floodplain Studies; Erosion and Sediment Control; Fish and Fish Habitat Existing Conditions and Impact Assessment Report; Fluvial Geomorphology; Groundwater Impact Assessment; Landscape Plan; Environmental Impact Studies; Engineered Drawings Grading Plans</p> <p>[REDACTED]</p> | <p>Hello [REDACTED]</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21, and for providing comments on behalf of LCA.</p> <p>The Preliminary Design for the Bradford Bypass project is still being undertaken and will complete several comprehensive studies related to the natural, socio-economic, cultural environment, and engineering design. These studies will update and document existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts to meet current environmental legislative requirements. For stormwater management controls, the project will follow the Ministry of the Environment, Conservation and Parks Stormwater Management guidelines, and will consider LCA's guidelines where appropriate.</p> <p>Thank you for providing the information on natural hazards, environmental features and mapping at the proposed interchanges, as well as the list of suggested avoidance and mitigation measures. We have circulated this information to the appropriate technical disciplines for consideration of project-specific environmental impacts. Additionally, the location of the natural hazards and environmental features identified at 10th Sideroad and 2nd Concession Road will also be documented and taken into consideration as part of these studies. Thank for further clarification on the HEC-RAS modelling information. This analysis is being carried out as discussed at the February 17, 2022 meeting with LCA.</p> <p>The results of these studies will be presented during the next Public Information Centre (PIC) #2 anticipated to be held during the fall of 2022 and documented in a draft Environmental Conditions Report (ECR) and draft Environmental Impact Assessment Report (EIA), to be prepared in accordance with Ontario Regulation 697/21.</p> <p>The Bradford Bypass Project Team will continue to consult with the LCA and environmental agencies throughout the Preliminary Design of the Bradford Bypass. In accordance with Ontario Regulation 697/21, LCA will receive copies of the draft Groundwater Protection and Well Monitoring Plan, draft Stormwater Management Plan, draft ECR and draft EIA for review. Following Preliminary Design, the Ministry will continue to consult with LCA for detail design and construction.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including publication of the ECR, PIC #2, the EIA, and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (https://www.bradfordbypass.ca/) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p> |
| CT-PS-03 | | To: Project Team From: [REDACTED] | Email | Support of 10 th Sideroad interchange | Sunday, April 24, 2022 | <p>Hi,</p> <p>[REDACTED]</p> <p>I think the 10 side road interchange is essential to balance the local traffic in the town of Bradford. It will also benefit to the long-term development of Bradford area.</p> <p>Regards, [REDACTED]</p> | <p>Hello [REDACTED]</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your support for the proposed interchange at 10th Sideroad.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including the publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIA), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p> |

| Reference # | Assigned To | To/From Organization | Format (Email, Phone, Fax) | Topic/Theme | Date Comment/ Question/Request Received | Comment/ Question/ Request | Project Team Response |
|-------------|-------------|--------------------------------------|----------------------------|---|---|--|--|
| CT-PS-04 | | To: Project Team From: [REDACTED] | Email | Interchange considerations | Monday, April 25, 2022 | <p>I could not find a comment form specific to your request for input on the Bradford bypass interchange considerations. Hence this email.</p> <p>Working from east to west:</p> <p>There is no business case at present, nor cost benefit analysis I can see for the interchanges at Leslie, (too close to the 404 exchange) the 2nd concession (even future development will not make this viable, and less ifly, at the Bathurst street interchange (nothing north and limited access south). The exchange at the 10th has some merit, but given how close it is to the 400, seems a bit redundant. I am sure MTO is aware of all of this, but given the local politics is doing its due diligence. As a local taxpayer, I feel the extra costs and disruption are not justified. If compromise is required, then the 2nd would be it.</p> <p>It would be useful if your requests or comments were structured in a format on line.</p> | <p>Hello [REDACTED]</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21.</p> <p>Comments may be submitted to the Project Team through the Project email (projectteam@bradfordbypass.ca) at any time.</p> <p>The Bathurst Street and Leslie Street interchanges were identified in the 2002 Approved Environmental Assessment which was developed, evaluated, and selected through that evaluation process.</p> <p>MTO is developing and considering the feasibility of interchanges at 10th Sideroad and 2nd Concession Road as part of the Preliminary Design based on feedback received from municipal staff and councils in 2020. It was requested that interchanges be considered at these locations based on municipal and regional development and transportation planning within Simcoe County and York Region. For each interchange, configuration options are also being considered as shown in the materials for the Preliminary Design interchange considerations for 10th Sideroad and 2nd Concession Road on the Project Website (https://www.bradfordbypass.ca/wp-content/uploads/2022/04/2022-21-04_MTG-PublicConsultationInterchanges.pdf).</p> <p>The interchanges will be evaluated through a reasoned-argument method to consider the five broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment. Your feedback, along with others received through consultation, will be incorporated into the evaluation as part of these factors. The interchange evaluation will consider highway geometrics, traffic modelling, and structural and environmental factors.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR) and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p> |
| CT-PS-05 | | To: Project Team From: [REDACTED] | Email | Utility location | Tuesday, April 26, 2022 | <p>Hello,</p> <p>TELUS has no underground infrastructure in the area of your proposed work</p> <p>Thank you</p> | <p>Hello [REDACTED]</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have made note that TELUS has no underground infrastructure surrounding the Study Area of the proposed works.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (https://www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p> |
| CT-PS-06 | | To: Project Team From: [REDACTED] | Email | 2 nd Concession Road Interchange | Tuesday, April 26, 2022 | <p>[REDACTED] south of the proposed Bradford Bypass I am very interested in this process and would appreciate being included in all correspondence being made available to residents.</p> <p>I am having difficulty understanding the logic behind a proposed interchange at the 2nd Concession as it would only be about 3 km from the end of the Bypass at Hwy 404. I am not sure why anyone travelling on the Bypass would want to exit at the 2nd Concession because it is simply a rural residential road. Anyone from this area wanting to access the Bypass could just as easily do so from the 404 via either Green Lane or Queensville Road and another interchange to come at Doane Road. Further, as the 2nd Concession is a narrow 2 lane road both north and south of the proposed interchange I anticipate considerable investment would be required to upgrade the feeder roads. This would also likely require significant engineering to reduce the grade of the hill on 2nd Concession between Doane Road and Algonquin Forest Drive.</p> <p>Thank you for the opportunity to express my concerns.</p> <p>[REDACTED]</p> | <p>Hello [REDACTED]</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21.</p> <p>MTO is developing and considering the feasibility of interchanges at 10th Sideroad and 2nd Concession Road as part of the Preliminary Design based on feedback received from municipal staff and councils in .</p> <p>Through consultation with York Region and the local municipalities, it has been requested that MTO specifically consider including an interchange at 2nd Concession Road based on municipal and regional development and transportation planning. Since the 2002 Approved Environmental Assessment, the Region has continued to update their Transportation Master Plan and consider future planning improvements to 2nd Concession Road.</p> <p>MTO is evaluating the interchanges considering five broad factors for the selection of the interchange design for the Bradford Bypass, including: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment. The Project Team will continue to consult with and work closely with the municipalities throughout design and construction to coordinate municipal road improvements with the Bradford Bypass.</p> <p>The preferred interchange configuration at 2nd Concession Road will be presented at Public Information Centre (PIC) #2, which will highlight the overall preferred Preliminary Design.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), PIC #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p> |

| Reference # | Assigned To | To/From Organization | Format (Email, Phone, Fax) | Topic/Theme | Date Comment/ Question/Request Received | Comment/ Question/ Request | Project Team Response |
|-------------|-------------|---|--|--|---|--|--|
| CT-PS-07 | | To: Project Team From: [REDACTED] Email: [REDACTED] | Phone: [REDACTED] Email: [REDACTED] | Support for 2 nd Concession | Wednesday, April 27, 2022 | "Hey goodmorning my name is [REDACTED] and I live on [REDACTED] My personal opinion is I think this is most overdue, and I will support anything that will speed this process up. The 2 nd Concession is already upgraded to 4 lanes for long of the distance and it would only require a short connection to get to the interchange. I think an interchange should be put there on 2 nd Concession. I would like to be kept informed of your preliminary work or any information available and my number is [REDACTED] My mailing address is [REDACTED] Thank you for your co-operation in this matter and I wish speedy success. Thank you, bye bye." | No Further Action Required [REDACTED] called [REDACTED] on April 28, 2022. [REDACTED] confirmed he was on the line. [REDACTED] informed [REDACTED] is calling him to let him know the Project Team received his phone call and appreciates his support for the project. [REDACTED] informed [REDACTED] that the Project Team provides updates for the Project predominantly through email [REDACTED] asked is he'd like to provide his email to be added to the Project Contact List. [REDACTED] stated he does not have an email, but will call if he has any questions or concerns. [REDACTED] informed [REDACTED] he can also visit the project website (www.bradfordbypass.ca) to see the Project updates. [REDACTED] asked what the timeline for the Project is. [REDACTED] stated the Project is currently in the Preliminary Design phase, which is expected to be completed early 2023. Detail Design and Construction will follow. [REDACTED] can not comment on the timeline of these phases. [REDACTED] thanked [REDACTED] for calling [REDACTED] and wanted the Project Team to know there's a lot of people in the area that support the Project. [REDACTED] thanked [REDACTED] for providing this information and closed comment. |
| CT-PS-08 | | To: Project Team From: [REDACTED] [REDACTED] | Email: [REDACTED] [REDACTED] | Utility infrastructure | Thursday, April 28, 2022 | "[REDACTED] has no plant within 2m of proposed work-NO CONFLICT Sincerely, [REDACTED]" | Hello [REDACTED] Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21. We have made note that [REDACTED] has no proposed work within 2m of the Study Area. As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Airmail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email. We encourage you to visit the Project Website (https://www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Sincerely, The Bradford Bypass Project Team |
| CT-PS-09 | | To: Project Team From: [REDACTED] [REDACTED] | Email: [REDACTED] | Utility infrastructure | Friday, April 29, 2022 | Good morning, [REDACTED] has no existing plant in the area indicated in your submission. No markup and no objection. Thank you. [REDACTED] Utility Circulations | Hello [REDACTED] Thank you for your interest in the Preliminary Design Interchange Considerations for the Bradford Bypass, undertaken in accordance with Ontario Regulation 697/21. We have made note that [REDACTED] has no existing plant surrounding the Study Area of the proposed works. As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Airmail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email. We encourage you to visit the Project Website (https://www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Sincerely, The Bradford Bypass Project Team |
| CT-PS-10 | | To: Project Team From: [REDACTED] MHTSCI | Email | MHTSCI's comments | Tuesday, May 3, 2022 | Good afternoon, Please find attached a letter with comments from MHTSCI on the interchange considerations for the Bradford Bypass project. I also wanted to let you know that a few people within our ministry are finding that most Bradford Bypass correspondence ends up in our Junk email folder. I am not sure if you have received this feedback from others and if there is anything that can be done to fix this in the future. Comment Dear [REDACTED] Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHTSCI) with the Notice of Consultation for Preliminary Design Interchange for the Bradford Bypass. MHTSCI's interest in this project relates to its mandate of conserving Ontario's cultural heritage, which includes: archaeological resources, built heritage resources, and cultural heritage landscapes. Under the Environmental Assessment (EA) process, the proponent is required to determine a project's potential impact on known and potential cultural heritage resources. The Standards and Guidelines for Conservation of Provincial Heritage Properties (S&Gs), prepared pursuant to Section 25.2 of the Ontario Heritage Act (OHA), came into effect on July 1, 2010. All Ontario ministries and public bodies prescribed under Ontario Regulation 157/10 must comply with the S&Gs. They apply to property that is owned or controlled by the Crown in right of Ontario or by a prescribed public body MHTSCI is aware that this project is subject to O.Reg 697/21, which prescribes project-specific assessment of environmental impacts, including consultation requirements. Project Summary The Ministry of Transportation (MTO) has retained AECOM to undertake a Preliminary Design and project-specific assessment of environmental impacts in accordance with O.Reg 697/21. In response to municipal requests, the project team is now evaluating the feasibility of two additional interchanges at 10th Sideroad and 2nd Concession Road as part of the Preliminary Design. Comments | Hello [REDACTED] Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21. Thank you for informing us the correspondances from the project email are going to junk inboxes. The Project Team will investigate this issue to see if there are any changes we can make to avoid this from occurring in the future. The Project Team is updating the Stage 1 Archaeological Assessment report to address Ministry of Heritage, Sport, Tourism and Culture Industries (MHTSCI)'s comments. Through the Preliminary Design, MTO continues to complete Stage 2 Archaeological Assessments. The results of these assessments will include any archaeological findings for the interchanges at 10th Sideroad and 2nd Concession Road, and will be documented in Stage 2 Archaeological Assessment Report(s) for the project. Based on the findings of the Stage 2 investigations, MTO will advance Stage 3 and Stage 4, with involvement from Indigenous Nations. The archaeological assessment documentation will be provided to Indigenous Nations for review and consideration, then submitted to the MHTSCI for review and acceptance. The Project Team has consulted with MHTSCI regarding the Cultural Heritage Resource Assessment Report (CHRAR) prepared in 2020. The 2020 CHRAR for the Bradford Bypass is being revised to reflect comments and discussions with MHTSCI. The revised CHRAR will include a field review and update the requirements identified in the MTO Environmental Reference for Highway Design (2013), the Environmental Guide for Built Heritage and Cultural Heritage Landscapes (MTO, 2007) and MHTSCI comments received on February 11, 2022. The updated report covers the Preliminary Design, including the proposed interchanges at 10th Sideroad and 2nd Concession Road. Once complete, the revised CHRAR will be resubmitted to the MHTSCI. Both archaeology assessments, and cultural heritage evaluations are on-going for the project. The results of these studies will be documented in corresponding reports. For Archaeology, an updated Stage 1, and new Stage 2, 3 and 4 archaeology reports will be prepared, where required, and submitted to the MHTSCI. For Cultural Heritage, the CHRAR will be updated and resource specific Cultural Heritage Evaluation Reports and Heritage Impact Assessment Reports will be prepared, where required. Findings will be factored into the evaluation of the Preliminary Design alternatives and a summary of the studies will be presented in the fall of 2022 at the next Public Information Centre (PIC) #2, and documented in both the Environmental Conditions Report (ECR) and the Environmental Impact Assessment Report (EIAR), in accordance with Ontario Regulation 697/21. |

| Reference # | Assigned To | To/From Organization | Format (Email, Phone, Fax) | Topic/Theme | Date Comment/ Question/Request Received | Comment/ Question/ Request | Project Team Response |
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| | | | | | | <p>These comments focus on the two interchanges and the slide deck that was posted on the project website on April 21, 2022. Technical studies were not provided on the project website.</p> <p>The slide deck says that cultural heritage is one of the criteria that will be used to evaluate the refinements and alternatives related to these interchanges.</p> <p>We note that the Stage 2 archaeological assessment (AA) (PF P123-0454-2020) that is being prepared for this project has not been submitted to MHSTCI for review. Without this information MHSTCI is not able to comment on the two interchanges under consideration. The Stage 2 AA will identify which areas will require further archaeological assessment across the entire project location, which would be of assistance when comparing the impacts of different interchange configurations and locations. We strongly recommend that a finalized stage 2 AA is used to inform decisions about these interchanges.</p> <p>Similarly, MHSTCI recommends that a Cultural Heritage Resource Assessment Report (CHRAR) is used to inform decisions about the interchanges. Based on correspondence from the Bradford Bypass Project Team on March 17, 2022, it is our understanding that a CHRAR is being prepared. We recommend that this report is prepared in time to inform decisions about the interchanges.</p> <p>Thank you for consulting MHSTCI on this project and please continue to do so throughout the process. It may be beneficial for MTO and MHSTCI to meet to discuss reporting plans and expectations for both the Early Works and Bradford Bypass Project. Please do not hesitate to contact me to set up a meeting.</p> <p>Sincerely, [Redacted]</p> | <p>In recognition of the culturally significant features that are known, or may be discovered within the Study Area, MTO will continue to consult with MHSTCI throughout the Preliminary Design and as the project advances through detail design and construction. If you wish to meet with the Project Team to discuss specific archaeological or cultural heritage aspects of the project, we can look for opportunities to meet with you.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including publication of the ECR, PIC #2, the EIAR, and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (https://www.bradfordbypass.ca/) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p> |
| CT-PS-11 | | To: Project Team From: [Redacted] | Email [Redacted] | Against the interchanges and BP | Wednesday, May 4, 2022 | <p>1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. --- Yes --- Name --- [Redacted] --- Title --- [Redacted] --- Department/ Organization --- York Simcoe Nature Club --- Email --- [Redacted] --- Phone Number --- [Redacted] --- Mailing Address --- [Redacted] --- 2) Please provide your feedback on the interchange alternatives that will be designed for 10th Sideroad and 2nd Concession Road. --- 5 interchanges in addition the ones at highway 400 and 404 seems excessive for a 19K long Rd. One at Yonge St and 2nd Conc would be sufficient even when population increases. I dont understand why one is being considered for Leslie St when it is so close to the 404. The least land intensive interchanges would be best but I dont like partial interchanges they are frustrating you are always wanting the part that does not exist. In the US they have much more minimalist interchanges when they are not highway to highway. Smaller versions of your diamond interchanges. I realize they wouldn't meet Ontario highway standards, but your standards are excessive in the extreme in the land they use. Of course my overall preference would be that the highway NOT be built.</p> | <p>Hello [Redacted]</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21.</p> <p>MTO is developing and considering the feasibility of interchanges at 10th Sideroad and 2nd Concession Road as part of the Preliminary Design based on feedback received from municipal staff and councils in 2020. It was requested that interchanges be considered at these locations based on municipal and regional development and transportation planning within Simcoe County and York Region. For each interchange, configuration options are also being considered as presented in the interchange consultation material.</p> <p>In developing the interchange designs, MTO follows the Ontario highway design standards and guidelines; the Transportation Association of Canada's Geometric Design Guide for Canadian Roads; the corresponding MTO supplement for that document; and, other relevant supporting manuals, guidelines, documentation. These standards take into account a variety of criteria such as human factors, roadside safety, traffic operations, and collision analysis.</p> <p>The interchanges will be evaluated through a reasoned-argument method to consider the five broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment. Your feedback, along with others received through consultation, will be incorporated into the evaluation as part of these factors. The interchange evaluation will also consider highway geometrics, traffic modelling, and structural and environmental factors.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (https://www.bradfordbypass.ca/) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p> |
| CT-PS-12 | | To: Project Team From: Hydro One | Email [Redacted] | Utility infrastructure | Wednesday, May 4, 2022 | <p>Please see the attached for Hydro One's Response.</p> <p>Hydro One Networks Inc [Redacted]</p> <p>Response May 04, 2022</p> <p>Re: Highway 400 - Highway 404 link Bradford Bypass</p> <p>Attention: [Redacted] Project Manager Ministry of Transportation</p> <p>Thank you for sending us notification regarding (Highway 400 - Highway 404 link Bradford Bypass). In our assessment, we have confirmed that we have no concerns with the two interchange options, but we will need to continue the conversation around the overall impacts of the bypass on Hydro assets.</p> <p>As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so, what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.</p> | <p>Hello,</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have made note that Hydro One has no concerns with the proposed works at 10th sideroad and 2nd Concession.</p> <p>Please note the MTO Project Manager for the Bradford Bypass project has changed. All future letters should be directed to [Redacted]</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (https://www.bradfordbypass.ca/) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p> |

| Reference # | Assigned To | To/From Organization | Format (Email, Phone, Fax) | Topic/Theme | Date Comment/ Question/Request Received | Comment/ Question/ Request | Project Team Response |
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| CT-PS-13 | | To: Project Team From: [REDACTED] | Email | Opinion on new interchanges | Wednesday, May 4, 2022 | <p>1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Email ---</p> <p>[REDACTED]</p> <p>--- 2) Please provide your feedback on the interchange alternatives that will be designed for 10th Sideroad and 2nd Concession Road. ---</p> <p>10TH SIDEROAD I think an interchange is definitely warranted here. Full access should be provided to and from the highway (ramps for all travel directions). Therefore, Alternative 3 should not be carried forward. Alternative 1 preferred. Provides the best traffic operations. However, if Alternate 2 is to be used, the ramps should be located on the west side of the 10th Sideroad rather than the east side to minimize property impacts where there are existing built-up structures. In order from most to least favourable: 1, 2, 3</p> <p>2ND CONCESSION I am unsure if I think an interchange is needed here as the 2nd Concession is currently a low volume rural road, and the current surrounding land uses are for agriculture. However, I may be oblivious to urban/suburban development plans that may or may not exist for this area, and my comments on whether an interchange is needed here should be taken lightly. However, the right-of-way for a potential interchange should definitely be secured regardless. If an interchange were to be built here, Alternative 2 would make the most sense, as the existing low traffic volumes do not warrant separate northbound and southbound highway entrance ramps. However, if traffic volumes on the 2nd Concession were to increase, the Parcel A2 as seen in Alternative 2 could be easily reconfigured into the Parcel A4 as seen in Alternative 1. No comment on Alternative 3 other than it is the least preferred in my opinion. In order from most to least favourable: 2, 1, 3</p> | <p>Hello [REDACTED]</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your comments on the proposed interchanges and the alternatives presented.</p> <p>MTO is developing and considering the feasibility of interchanges at 10th Sideroad and 2nd Concession Road as part of the Preliminary Design based on feedback received from municipal staff and councils in 2020. It was requested that interchanges be considered at these locations based on municipal and regional development and transportation planning within Simcoe County and York Region. Interchange configuration refinements at the proposed locations within the Study Area are being considered based on five broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment. Each design alternative presented was developed to meet highway standards such as sight distance, weaving distance, and other governing criteria. The Project Team considers the design standards in a balanced approach to other constraints, including property impacts.</p> <p>Your feedback aligns with MTO's plans for evaluating interchange design, and will be taken into consideration, along with other feedback received, for evaluation of the interchange alternatives for 10th Sideroad and 2nd Concession Road, and future design refinements.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (https://www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p> |
| CT-PS-14 | | To: Project Team From: [REDACTED] | Email | Support for Bathurst Street Interchange | Thursday, May 5, 2022 | <p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>[REDACTED]</p> <p>--- Email ---</p> <p>[REDACTED]</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>My vote is for the interchange at Bathurst.</p> | <p>Hello [REDACTED]</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your expressed support for the Bathurst Street Interchange. The preferred Preliminary Design will be presented at the next Public Information Centre (PIC), following the completion of on-going interchange evaluations.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), PIC #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p> |
| CT-PS-15 | | To: Project Team From: [REDACTED] | Email | East Gwillimbury comments | Friday, May 6, 2022 | <p>To whom it may concern,</p> <p>The Town acknowledges that all 3 Alternatives have an impact to adjacent properties and note that the block highlighted in red in the sketch below, is the future York Region Water Reclamation Centre site. The Town prefers the alternative that minimizes impact on adjacent properties and the developable and natural areas. Further clarity on residual land use capability and location of appropriate driveway entrances, specifically for [REDACTED] and [REDACTED] would be appreciated.</p> <p>Regards,</p>  | <p>Hello [REDACTED]</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21.</p> <p>Your feedback will be taken into consideration on the interchange design refinements and alternatives presented. Through previous consultation with East Gwillimbury and York Region, the Project Team is aware of the future studies for the Upper York Sewer Solution (UYSS) and appreciates further confirmation of the proposed water reclamation centre on 2nd Concession Road. Property access and modifications to existing entrances will continue to be reviewed as part of the evaluation of alternatives and future construction staging for the project. MTO will work with property owners to consider their potential impacts to access, and identify where accommodations and access impact mitigations can be implemented. The preferred alternative for the Bradford Bypass will be presented at Public Information Centre (PIC) #2 scheduled for the fall of 2022. Land use and acquisition (if required) will be determined based on MTO directives.</p> <p>We thank you for East Gwillimbury's continued participation in the study. As a primary contact, you will continue to be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), PIC #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to contact the project team and visit the Project Website (https://www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p> |

| Reference # | Assigned To | To/From (Organization) | Format (Email, Phone, Fax) | Topic/Theme | Date Comment/ Question/Request Received | Comment/ Question/ Request | Project Team Response |
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| CT-PS-16 | | To: Project Team From: [REDACTED] | Email | Comments on PIS event | Saturday, May 7, 2022 | <p>Attention: Regional and Municipal Clerks. Please include this in the correspondence for the next council meeting dealing with any of the following topics. Transportation Master Plan, Official Plan or Bradford Bypass. Thank you.</p> <p>Good afternoon. Project Team:</p> <p>We respectfully submit our comments concerning the items for consultation posted on your project website for the two week period April 21, 2022 to May 5, 2022.</p> <ol style="list-style-type: none"> 1. We question why the Interchange Considerations were only available for consideration for such a short period. Would a 30 day review period have been that problematic for your team? 2. The public has little or no knowledge about the design and implementation of various interchange configurations. This is the only issue you were apparently consulting on. This type of consultation may permit you to "tick" a box on a consultation checklist but it otherwise serves little real purpose. 3. The real question you should be consulting on is: Should we add interchanges at 10th Sideroad and 2nd Concession? And if we do add interchanges there, are there other interchanges, such as Leslie St, where a proposed interchange can or should be removed? <p>Discussion We leave #1 to the consultants to address items 1 and 2 above. With respect to item 3, this is really a major policy question. Originally this freeway was proposed to address MTO's mandate to provide high speed roadways to serve long distance travel. MTO made it very clear in its December 1997 EA Study Report that it was MTO's policy to not mix local (including short distance inter-regional) traffic with long distance traffic. That policy was the reason for approving this highway. At that time, there was no direct highway connection between Highways 400 and 404 (or its planned extension to north of Newmarket as Highway 9 terminated at Davis Drive. The EA Study Report also made it abundantly clear that it did not address local travel requirements and that these were the responsibility of local governments.</p> <p>Today, as a consequence of the province's recent changes to the Greater Golden Horseshoe Growth Plan, the planned population in the area traversed by the Bradford Bypass will now be 4 times that which was originally anticipated in the 1997 EA Study Report. The new Municipal and Regional Official Plans, which are in the process of final approval, call for extensive expansion into what are known as white belt areas thus producing unsustainable levels of sprawl. Because these official plans do not focus on transportation centric "missing middle" development, the bulk of this new population will be automobile dependant. If the Bradford Bypass were not built, or it was located in a corridor south of Newmarket, there would be a compelling need for at least one, if not two new inter-region arterial roads. Our fact sheet, REASONS WHY WE NEED A TOTALLY NEW HOLISTIC STUDY NOT RESTRICTED TO MTO'S MANDATE – addresses the need and justification for these types of roads in more detail. https://rfgs.ca/wp-content/uploads/shared-files/Reasons-why-a-totally-new-holistic-study-which-is-not-restricted-to-MTO-is-needed.pdf</p> <p>In light of this significant level of planned local / inter-regional travel demand, and in the absence of these proposed inter-regional arterial roads, the Bradford Bypass will be required to serve long distance high speed as well as local commuter-centered travel demands and local / interregional travel demands. We say this because, due to the major impact on Lake Simcoe caused by salt runoff and other contaminants, there will likely be no ability to expand any inter-regional roads across the Holland River from north of Queensville Sideroad to Lake Simcoe.</p> <p>Hence the addition of interchanges at both 10th Sideroad and 2nd Concession will be needed to handle all of this new planned travel demand. (Sprawl development is planned in both areas). The very fact that the highway will be built along the currently planned corridor will cause sprawl and thus increased travel demand. In the absence of these additional interchanges, the impact on existing roads adjacent to the Bypass will be overwhelming.</p> <p>The Bradford Bypass will have significant negative impacts to our natural environment while costing more per km than most highways due to the added costs of building this highway on structurally unsound substrate. At the end of the day, this highway will also not satisfy MTO's original planned objective of separating local from long distance travel. While our current politicians keep bragging about the travel time savings this highway will provide, this will not be the case during rush hours which is exactly the province's proposed rationale for building this highway. Based on a study undertaken by Simcoe County, it is quite possible that, unless the Bradford Bypass is expanded to 6 lanes, the travel times will be significantly worse than we have today.</p> <p>We also recommend you eliminate the currently planned interchange on Leslie St. This goes through a rather quaint community which is not expected to be converted into sprawl development. An interchange here will destroy the sense of community in this area drawing more traffic onto Leslie St. from Keswick. This traffic could just as easily travel south on Hwy 404.</p> <p>As we have repeatedly said in the past, we strongly believe this is the wrong solution in the wrong location. Due to the huge, automobile dependant population planned in the vicinity of the Bradford Bypass corridor it is our strong recommendation that the travel demands to be generated in this area be served by arterial roads connecting existing roads on either side of the Holland River. These would be located to connect Bradford's 8th Line with Queensville Sideroad via Hochreiter Rd. and Bathurst St. and immediately south of Cook's Bay connecting Ravenshoe Rd. to Hwy 89 via Line 13 and 20th Sideroad.</p> <p>A controlled access highway to link Highways 400 with 404 would be built south of Newmarket along one of the "Outer Ring Road" routes depicted on MTO's Exhibit E-5 to their 1997 EA Study Report.</p> <p>Respectfully submitted. [REDACTED] [REDACTED]</p> | <p>Dear [REDACTED]</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21. We have provided the following information in response to your detailed and thoughtful comments and feedback, which has been received on May 7, 2022 as part of the consultation event for the recent interchange considerations at 10th Sideroad and 2nd Concession Road. In recognition that some of questions are similar in nature to previous comments or questions, submitted to the Project Team, we hope that the information here provides additional clarity and addresses the specific feedback on the interchange consultation event.</p> <p>Consultation Process – Interchange Consultation Event The Preliminary Design Interchange Considerations Event materials were available for a two-week review period, in place of a one day in-person event. This was intended to allow people the flexibility to review the information at any time between April 21 and May 5, 2022. While this was the focused duration of the event to be considered as part of the evaluation, the materials remain on the project website and comments can be submitted at anytime during the study. Feedback received throughout the study is considered as part of the overall project and are factored into the environmental and engineering evaluation of the proposed design and configurations options. The interchange considerations will be presented in the Draft Environmental Conditions Report (ECR), with a preferred alternative presented at Public Information Centre (PIC) #2 and the evaluation presented in the Draft Environmental Impact Assessment Report (EiAR).</p> <p>The interchange design option information was presented in recognition of the request by local municipalities for interchanges at 10th Sideroad and 2nd Concession Road. Similar to other interchange alternatives on this project, design options with different footprints (size), and configuration of ramps (access) were developed and presented to solicit feedback from interested stakeholders and individuals.</p> <p>Public consultation is an on-going and adaptive part of the Preliminary Design and project specific assessment of environmental impacts. Future milestone consultation events where the public can learn more about the project and provide feedback include the filing of the draft ECR, PIC #2, and filing of the draft EiAR. The Project Team welcomes the extensive feedback that has been received thus far and continues to encourage all interested persons to submit their comments and feedback for consideration as part of the study.</p> <p>Interchange Design and Location Evaluations Thank you for this excellent question and personal insight into the evaluation process. This is consistent with the evaluation process that the Project Team is currently undertaking. As part of the Route Planning Study, interchanges were considered at each major road crossing. Based on information at the time, the number and location of interchanges was refined to advance those that were warranted based on information and need at the time (see Table 4-1 of the 2002 Approved Environmental Assessment).</p> <p>In consultation with local municipalities and regional government representatives during the current Preliminary Design study, it has been requested that MTO reconsider options to provide these two interchanges based on current transportation master planning and municipal planning efforts.</p> <p>MTO will evaluate the feasibility of interchanges at 10th Sideroad and 2nd Concession Road as part of the Preliminary Design. MTO will continue to engage with local municipalities and regional government representatives throughout the study.</p> <p>Preliminary Design Study and Process The purpose of the Bradford Bypass is to improve connectivity in the region by providing a northern freeway connection between Highway 400 and Highway 404, while also providing capacity to accommodate future demand in the region. This includes providing connections at local roads, where warranted, and accommodate long-distance traffic for those travelling along the provincial highway network. Evaluation for interchange connections between the highway and local roads takes into consideration updates to the Transportation Master Plans, Official Plans and traffic demand analysis for the region.</p> <p>MTO recognizes the need for consideration of current and future transportation and transit options to accommodate the expected growth in Simcoe County and Regional Municipality of York over the next 10 to 20 years. The Bradford Bypass has been proposed as one part of the response to this dramatic growth in population and travel demand in the area and to the forecasted increase in congestion on key east-west roadways linking Highway 400 to Highway 404. The Technically Preferred Route was selected based on highway network expansion, ease of construction, relationship to provincial and municipal land use planning (Official and Transportation Master Plans, Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered, and represents one element of many transportation options being developed by MTO to keep people and goods moving through the region and to address the expected long-term travel demand in the area. The location for the Bradford Bypass Technically Preferred Route was also identified in A Place to Grow: Growth Plan for the greater Golden Horseshoe (2020).</p> <p>Through the study, traffic modelling is carried out to evaluate potential alternatives with respect to traffic demand and level of service. This information is considered along with the evaluation of design, environmental, social, and cultural criteria. Geotechnical investigations are part of the structural design of the bridges and highway design to understand the foundational requirements of the project. MTO has undertaken a value engineering study through an independent consultant to further examine alternatives that may increase the value of the project in consideration of the design criteria and environmental constraints.</p> <p>MTO is advancing the Preliminary Design and completing an assessment of project-specific environmental impacts in accordance with Ontario Regulation 697/21. The local municipalities and regional governments continue to review and update their transportation master plans to reflect local transportation needs and provide recommendations and planning for roadway improvements within their jurisdiction. Alternatives that involve municipal and regional transportation planning for non-provincial roadways are beyond the scope of considerations for this study.</p> <p>We thank you for your strong interest in the project and providing valuable feedback to the Project Team. We look forward to your continued participation in the study.</p> <p>Sincerely, The Bradford Bypass Project Team</p> |

