

Appendix C3

Public Consultation Opportunities



**Public Information Centre #1 -
Summary Report**

Ontario Ministry of Transportation

Highway 400 – Highway 404 Link (The Bradford Bypass)

Preliminary Design and Environmental Assessment Study

(Assignment No. 2019-E-0048)

Public Information Centre #1 Summary Report

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Table of Contents

	page
1. Introduction	6
2. Purpose.....	6
3. Notification	6
4. Format.....	7
5. Virtual Display Materials.....	7
5.1 Part 1 – Information Webpages.....	7
5.2 Part 2 – Webinar Presentation	9
6. Attendance	10
6.1 Part 1 – Information Webpages.....	10
6.2 Part 2 – Webinar Presentation	10
7. Stakeholder Feedback.....	10
7.1 Part 1 – Information Webpages.....	10
7.2 Part 1 – Poll Results.....	22
7.2.1 Where are you from?.....	22
7.2.2 Important Evaluation Factors.....	22
7.2.3 Top 5 Evaluation Criteria.....	23
7.2.4 How will you use the highway?.....	23
7.3 Part 2 – Webinar Presentation	24

Appendices

Appendix A.	Notification Materials
Appendix B.	PIC #1 Part 1 Information Webpages and Video Transcript
Appendix C.	PIC #1 Part 1 Poll Questions and Results
Appendix D.	PIC #1 Part 2 Webinar Presentation Slide Deck
Appendix E.	PIC #1 Website Metrics
Appendix F.	PIC #1 Part 2 Webinar Report

1. Introduction

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and environmental assessment (EA) study for the proposed Highway 400 – Highway 404 Link (Bradford Bypass), undertaken in accordance with Ontario Regulation (O. Reg.) 697/21. MTO previously completed a route planning study for the Bradford Bypass in 1997 and a subsequent EA and Recommended Plan were approved in 2002 (1997 EA). The proposed Bradford Bypass is a new 16.2 km rural controlled access freeway. The proposed highway 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 Holborn Road in East Gwillimbury. There are proposed full and partial interchanges, as well as grade separated crossings at intersecting municipal roads and watercourses, including the Holland River and Holland River East Branch. This project will also include the Preliminary Design for the replacement of the 9th Line structure on Highway 400. The project location is located within Simcoe County (Town of Bradford West Gwillimbury) and the Regional Municipality of York (Township of King and Town of East Gwillimbury).

This study was initiated under the approved planning process for a Group 'A' Project under the MTO Class *Environmental Assessment for Provincial Transportation Facilities (2000)*. This Preliminary Design and environmental assessment is now continuing in accordance with O. Reg. 697/21 as issued by Ministry of Environment, Conservation and Parks (MECP) on October 7, 2021.

2. Purpose

The purpose of the Public Information Centre (PIC) #1 was 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.

3. Notification

Prior to PIC #1, the following measures were carried out in order to make the details of the PIC known to Study Area property owners and other interested stakeholders:

- Publication of an Ontario Government Notice (OGN) Notice of Public Information Centre #1 was posted on the Project Website (<https://bradfordbypass.ca>) on April 15, 2021;
- A note advising of the upcoming PIC #1 was posted on the Project Website's Home Page (<https://bradfordbypass.ca>) on April 15, 2021;
- Publication of the OGN in the following newspapers:
 - Bradford West Gwillimbury Topic on Thursday April 15, 2021
 - East Gwillimbury Topic on Thursday April 15, 2021
- Notification letters were emailed/mailed to individuals on the Project Contact List, including Indigenous Communities, MPs and MPPs, external agencies and members of the public on April 15, 2021; and,

- Brochure distribution of 12,459 copies of the OGN (Notice of Public Information Centre #1) via Canada Post Neighbourhood Mail to residences and businesses within and adjacent to the Study Area.

Please refer to **Appendix A** for copies of the OGN, notification letters, Project Contact List at the time of the mailout, and brochure.

4. Format

PIC #1 was undertaken as a virtual (online) event as there were limitations on in-person gatherings and events at the time of this PIC. This PIC was held in two parts, which are outlined as follows:

PIC #1 Part 1:

Presentation materials were uploaded to the Project Website (<https://www.bradfordbypass.ca/consultation/>) on April 22, 2021 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.

Indigenous communities were invited to an advanced viewing session during the morning of April 22, 2021; however, no representatives or members of these communities attended the session. The presentation materials were available for review by the general public and other stakeholders starting at 12pm on April 22, 2021.

The PIC review period took place over a two-week period (**April 22 – May 6, 2021**) during which stakeholders and the general public could provide feedback and ask questions on the materials and refinement alternatives.

PIC #1 Part 2:

The Project Team held a webinar (through the Zoom platform) on **May 18, 2021** where attendees were able to learn more about key topics raised during the PIC review period and receive additional project information. The Project Team provided study background and prepared questions and answers to address common themes that were highlighted during the review period. The webinar ran from 7pm-8pm; however, the webinar remained open until 10pm for stakeholders to submit comments and questions to the Project Team. The Project Team provided responses to any questions received during this event and provided them directly to the commenter following the webinar.

PIC #1 materials will remain on the Project Website for the duration of the study and stakeholders are able to provide comments anytime. Comments received outside of the official PIC period (April 22 – May 18, 2021) will be part of the general consultation record for the study.

5. Virtual Display Materials

5.1 Part 1 – Information Webpages

A welcome video was included on the PIC #1 landing page (<https://www.bradfordbypass.ca/pic1/#1>), which provided a brief overview of the Project, the format of the PIC, and how stakeholders could participate and submit feedback on the materials presented. A PDF copy of the welcome video can be found in **Appendix B**.

The information pages presented at PIC #1 Part 1 included the following:

- Project Overview
- Study Process
- Refinements and Alternatives Evaluation Process
- Overall Considerations for Bradford Bypass Project
- Considerations for the Bradford Bypass Project
- Overall Environmental Considerations Bradford Bypass
- Environmental Protection and Mitigation Measures
- Environmental Protection and Mitigation Measures – Examples from other MTO Projects
- General Design Refinements
- Bradford Bypass Mainline Refinement – Holland River East Branch Crossing
- Bradford Bypass Mainline Refinement – Hydro Tower Relocation
- 2002 Approved EA Highway 400 Interchange
- Highway 400 Refinement Alternatives
- 2002 Approved EA Highway 404 Interchange
- Highway 404 Refinement Alternatives
- County Road 4 Interchange
- Bathurst Street Interchange
- Leslie Street Interchange
- Thank You & Next Steps

PIC #1 Part 1 webpage content materials can be found in **Appendix B**.

After reviewing the above pages, stakeholders were encouraged to complete a poll to obtain information about demographics of respondents, their key concerns and how they plan to use the Bradford Bypass. The questions consisted of the following:

- Please rank these factors in order of importance to you:
 - Transportation & Engineering
 - Natural Environment
 - Socio-Economic Environment
 - Cultural Environment
- Please select the top five (5) most important evaluation criteria to you:
 - Active Transportation, Recreation and Navigation
 - Archaeological and Built Heritage Resources
 - Climate Change and Air Quality
 - Environmentally Sensitive Areas and Wetlands
 - Highway Operations and Safety
 - Human Health
 - Noise and Vibration
 - Land Use, Economics and Agriculture
 - Plants and Wildlife (Species at Risk)
 - Surface Water and Groundwater
- Where do you live (select the most appropriate)?
 - Bradford West Gwillimbury
 - East Gwillimbury
 - King Township
 - County of Simcoe
 - Regional Municipality of York

- None of the above
- How often do you anticipate using the Bradford Bypass for personal travel?
 - Frequently
 - Occasionally
 - Rarely
 - Not Applicable
- How often do you anticipate using the Bradford Bypass for work or business travel?
 - Frequently
 - Occasionally
 - Rarely
 - Not Applicable

The questions and results of the poll can be found in **Appendix C**.

Comments were received through the general Contact Us page of the Project Website or through the Project Team email (ProjectTeam@BradfordBypass.ca).

5.2 Part 2 – Webinar

To provide another layer of engagement with stakeholders in the absence of in-person consultation events, the Project Team held a webinar (through the Zoom platform) on May 18, 2021. Members of the Project Team listed in **Table 5-1** below attended the webinar and provided a live voice-over presentation accompanied by a PowerPoint slide deck. Information presented included a brief overview of the study, results of PIC #1 Part 1, and questions/answers developed based on stakeholder feedback received during the Part 1 review period.

Table 5-1: Webinar Project Team Attendees

Project Team Member	Role
Harinder Singh	MTO Project Manager
Larry Sarris	MTO Project Manager
Rhonda Gribbon	MTO Senior Environmental Planner
Tim Sorochinsky	AECOM Project Manager
Riyaz Sheikh	AECOM Deputy Project Manager
Sonia Rankin	AECOM Senior Environmental Planner
Braden Fleming	AECOM Environmental Planner
Kathryn Ross	AECOM Communications (Technical Support)

The questions presented at the Bradford Bypass PIC #1 webinar were selected based on feedback received from stakeholders during the PIC #1 review period (April 22 – May 6, 2021). The Project Team identified common themes from stakeholder comments and questions and developed the questions and answers to address as many of these themes as possible.

The intent was not to provide a response to every question, but to speak to the individual themes and topics as a way of supplementing the virtual PIC information and provide an initial response to a larger group. The wording of the question was phrased using the theme or topic of several questions to avoid potential privacy concerns and to best capture a broader range of questions.

During the development of PIC #1, the Project Team set the timeslot for the webinar from 7pm to 10pm in the event a large amount of feedback was received during the review period. The 3-hour time frame was intended to be a

maximum and it was anticipated that the full three hours would not likely be needed. Due to the relatively low amount of stakeholder engagement during the PIC review period, the Project Team was able to develop key questions and answers to address the themes, in focused responses. The public was notified that the webinar would start at seven and go no later than 10pm, and that questions received during the webinar would receive follow-up responses in writing following the live event. The webinar session presentation ended at 8pm and the site remained live until 10pm of May 18, 2021 as originally scheduled to allow stakeholders to submit comments and questions after the webinar had ended. A recording of the webinar was made available on the Project Website for those unable to attend the live event and shall remain available for the duration of the project.

PIC #1 Part 2 Webinar slide deck can be found in **Appendix D**.

6. Attendance

6.1 Part 1 – Information Webpages

A total of 1665 individuals visited the Virtual PIC #1 webpage from April 22 – May 6, 2021. A total of 65 comments were received and 49 people completed the poll. There were 43 requests from stakeholders to be added to the Project Contact List. Website metrics from the PIC Part #1 Comment Period can be found in **Appendix E**.

Note: some of the views could include Project Team members.

6.2 Part 2 – Webinar

A total of 130 individuals registered for the PIC #1 webinar through Zoom and 76 individuals attended the presentation held from 7pm to 10pm on May 18, 2021. A total of 27 comments were received via the Chat function through the Zoom platform.

A list of registered stakeholders, webinar attendees and questions/answers received during the webinar can be found in **Appendix F**.

7. Stakeholder Feedback

7.1 Part 1 – Information Webpages

As part of PIC #1 Part 1, 65 comments were received during the official review period from April 22 – May 6, 2021. Comments were received through the Contact Us page on the Project Website or through the Project Team email (ProjectTeam@BradfordBypass.ca)

Table 7-1 below summarizes the key questions, comments, issues, and concerns raised during the PIC #1 Part 1 review period and the Project Team's intended response. Prepared responses were issued directly to the commenter via email.

Table 7-1: PIC #1 Part 1 Feedback and Response Plan

April 22 – May 6 Comment Theme	Summary of Comments Received	Notes and Response Plan
Request to be added to the Project Mailing List	<ul style="list-style-type: none"> Comment form indicated to be added to contact list Please add me and my wife to the contact list, we live in the area and would like more information. 	<ul style="list-style-type: none"> Contacts were added to the Project Contact list and acknowledgement provided.
PIC 1 Virtual Presentation	<ul style="list-style-type: none"> In the PIC1 presentation the pictures of the off-ramps are too small and did not expand. The PIC content is lacking in studies and concrete data. I wish to address questions 6 and 7 on the survey. It asks how often you anticipate using the BBP. There is no option for never or I do not think the bypass should be built and therefore I do not need the route. This makes the answers bias and not using the route should be an option. There is not enough information here to fully understand the impacts of the BBP and where or not it should be supported. 	<ul style="list-style-type: none"> Individuals who had technical issues with the PIC #1 materials were provided with assistance as required. Concerns with the material presented during PIC #1 were acknowledged and additional information was provided to supplement project data/studies.
PIC 1 Webinar	<ul style="list-style-type: none"> How can I participate in the May 18th webinar? 	<ul style="list-style-type: none"> Links to the webinar registration were provided.
Surface Water	<ul style="list-style-type: none"> We need to prevent soil erosion and other factors that can pollute waterways. Concern for impacts on the Holland River How will runoff be dealt with? Where are the studies supporting the claims made by the province that say they will take care of Lake Simcoe and the local environment? 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. 	<ul style="list-style-type: none"> Provided details that outlined the approach to be taken to conduct surface water assessment as part of this study (previous studies/commitments, establishing existing conditions, identifying potential impacts and recommended mitigation measures). BBP will not directly impact Lake Simcoe and MTO will assess impacts with respect to the <i>Lake Simcoe Protection Act</i> and <i>LSRCA</i> and <i>NVCA</i> would be consulted throughout the study
Groundwater	<ul style="list-style-type: none"> Concern about well water and if the construction of the highway will impact the quality of well water. Main concerns for me are contamination of ground water; I am on a well and the highway will be right there. 	<ul style="list-style-type: none"> Response was provided that outlined the approach to be taken to conduct groundwater assessment as part of this study (previous studies/commitments, establishing existing conditions, identifying potential impacts and recommended mitigation measures)
Terrestrial Ecosystems	<ul style="list-style-type: none"> This is a learning situation about efforts to protect flora and fauna Concerns about destruction of habitat in fields and trees What are the plans to conserve the tree line? 	<ul style="list-style-type: none"> Provided details that outlined the approach to be taken to conduct terrestrial assessments as part of this

April 22 – May 6 Comment Theme	Summary of Comments Received	Notes and Response Plan
	<ul style="list-style-type: none"> • Please provide more information on protecting the amenities for local residents, i.e. landscaping, environmental mitigation and other improvements for the local area. • Eliminating Bathurst intersection would reduce impact on woodlands. • Additional land should be purchased for the Bypass for planting either adjacent to the highway or further south • I do not feel reducing our commute by 35 minutes is as important as the impact this bypass will have on our environment. • What is the plan to assess species presence, Species at Risk presence, protect and save wildlife (flora and fauna) populations? • What is the plan 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? • Will there be compensation for the natural heritage features lost through this project? Losing a piece of forest/wetland/grassland does not remove that piece of habitat, but also weakens the overall system, increases wildlife-human conflict, and decreases carbon sequestration. • 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 ecopassages (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. • What is the plan to maintain, restore, and enhance habitat and landscape and connectivity for wildlife movement? • What are the Plans to ensure connectivity for wildlife movement? • The safety surrounding wildlife should be a top priority. • What is the plan to assess Species at risk? • Would wildlife fencing be included along the entire route or just in certain areas? Will reptile and amphibian fencing be used as well? • 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 • 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? 	<p>study (previous studies/commitments, establishing existing conditions, identifying potential impacts and recommended mitigation measures)</p> <ul style="list-style-type: none"> • Project Team is consulting with MECP, MNDMNRF, CAs, etc. throughout the study to obtain background information and ensure compliance with relevant policies/legislations throughout all design and construction phases • The study approach includes evaluating wildlife crossings / exclusion fencing where applicable
Wetlands/Holland Marsh	<ul style="list-style-type: none"> • I do not think it's smart to put the bypass through the marsh, there are bird sanctuaries and sensitive areas. • 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. • It is disappointing that the only solution to alleviate congestion in the area is to fragment environmentally protected lands. 	<ul style="list-style-type: none"> • Provided details that outlined the approach to be taken to conduct surface water and terrestrial assessments as part of this study (previous studies/commitments, establishing existing conditions,

April 22 – May 6 Comment Theme	Summary of Comments Received	Notes and Response Plan
		identifying potential impacts and recommended mitigation measures) <ul style="list-style-type: none"> Project Team is consulting with MECP, MNDMNRF, CAs, etc. throughout the study to obtain background information and ensure compliance with relevant policies/legislations throughout all design and construction stages
Noise	<ul style="list-style-type: none"> What will be done to reduce noise levels? Will there be any sound barriers or retaining walls built in this section behind Chelsea Cres? Will the Bypass be built below grade so that there is a hill that acts as a natural sound barrier? The off ramps at Leslie street will create a lot of noise. I would like to see buffers around so long-term residents do not have to hear cars and heavy truck traffic. Sound barriers should be considered across the entire length of the highway and at the interchanges in town. Will there be noise wall on the bridge parapets to reduce noise/light spill to habitats? Please provide more information on protecting the amenities for local residents, i.e. noise walls I have a major concern about the noise pollution considering Queensville Sideroad is further from me than the bypass and I hear that street. What are the plans to mitigate noise and light pollution? Driving on the highway 404 north of Green lane the sound of the pavement is very loud. Please do not use this same type of pavement as it hurts my ears. Noise barriers have been put up previously in Sharon, but nothing has been done regarding noise in rural areas. We would like noise to be addressed. Traffic noise is devastating to nature. 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/Dissette was widened. 	<ul style="list-style-type: none"> The Ministry is undertaking a noise assessment as part of this study to establish existing conditions, identifying potential impacts and recommended mitigation measures for the preferred preliminary alternative. The Ministry will follow the MTO's Noise Guide to evaluate noise barrier types and their appropriate locations, where applicable.
Air Quality	<ul style="list-style-type: none"> Alternative routes [connecting Queensville Sideroad, via Bathurst St. and Hochreiter Road with 8th Line in Bradford; connecting Ravenshoe Road to Line 12; or Highway 89 Extension route to Ravenshoe Road] will have minimal carbon emissions compared to those coming from both the construction and operation of the Bradford Bypass. How will greenhouse gas emissions be reduced? Are climate impacts being considered and offset? 	<ul style="list-style-type: none"> The Ministry is undertaking an air quality assessment as part of this study to establish existing conditions, identifying potential impacts and recommended mitigation measures for the preferred preliminary alternative in accordance with the Air Quality guidelines.
Project Timelines	<ul style="list-style-type: none"> What are the anticipated dates of construction start and completion? What is the expected timeline? When will I be able to see updates of the project? 	<ul style="list-style-type: none"> Details provided on the schedule for this Preliminary Design, as well as

April 22 – May 6 Comment Theme	Summary of Comments Received	Notes and Response Plan
Politics and Project Planning	<ul style="list-style-type: none"> • If the conservative government is not re-elected next term will this affect project timelines? • If the political climate changes, is there the potential that the project could be cancelled again? • 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 no ds to lobbyists and campaign donors. • I am unimpressed with the Ford Government (disregard 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. 	<p>subsequent design and construction phases.</p> <ul style="list-style-type: none"> • The MTO is proceeding with the Preliminary Design study, which is planned to be completed in late 2022/early 2023 and that project-related decisions resulting from a change in government are not known at this time. • Fifteen (15) environmental studies are being undertaken as part of this Preliminary Design • In accordance with the consultation plan and requirements of the EA (O. Reg. 697/21), the Ministry is carrying out consultation with federal and provincial regulatory agencies, conservation authorities and Indigenous communities throughout this study.
Highway 400 Interchange	<ul style="list-style-type: none"> • Support for Alternative Refinement 3 (Directional Ramps Without Basketweave) 	<ul style="list-style-type: none"> • Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate.
Highway 404 Interchange	<ul style="list-style-type: none"> • Support for Refinement Alternatives 1 (Extend 2-Lanes from Bradford Bypass to Connect with Existing Queensville Sideroad Ramp) and 3 (Extend 1-Lane from Bradford Bypass and connect with Existing Ramp at Queensville Sideroad Interchange) 	<ul style="list-style-type: none"> • Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate.
Holland River East Branch Crossing	<ul style="list-style-type: none"> • Support for Refinement Alternative 2 (Tangent Transition East of River Crossing) • Your choice of route crossing the East Branch of the Holland River set out in Slide #9 [of the PIC #1 presentation] triggers the federal Impact Assessment Act as it will pass over federal land [as shown in 1914 deed] and impacts an Indigenous Peoples of Canada cultural heritage landscape (the Lower Landing). • In #9 (Holland River Bridge) 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 	<ul style="list-style-type: none"> • Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate. • Project Team is consulting with Transport Canada to ensure openness requirements for navigation are met
Hydro Tower Relocation	<ul style="list-style-type: none"> • Support for Refinement Alternative 1 (Alignment Shift to The North) 	<ul style="list-style-type: none"> • Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate.
County Road 4 Interchange	<ul style="list-style-type: none"> • S-E ramp should begin after the intersection with the W-N/S ramp. 	<ul style="list-style-type: none"> • Support / recommendations acknowledged with a note that they

April 22 – May 6 Comment Theme	Summary of Comments Received	Notes and Response Plan
	<ul style="list-style-type: none"> Only one interchange at County Road 4 is insufficient when the Town is to grow through intensification of existing areas. The one interchange to the By-pass and the nearby 8th Line/Barrie Street intersection will be congested. 	<p>will be factored into evaluation criteria where appropriate.</p>
Bathurst Street Interchange	<ul style="list-style-type: none"> Support for Refinement Alternative 2 (Diamond Interchange with Roundabout at North and South Ramp Terminal) In #16 (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 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate. Ministry is undertaking a preliminary terrestrial impact assessment as part of this study that captures previous studies/commitments, documents existing conditions, identifies potential impacts and recommended mitigation measures within the study are for the preliminary design
Leslie Street Interchange	<ul style="list-style-type: none"> I would like the Leslie Street interchange to be relocated west to the second concession. 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. Support for Base Case Design Concern regarding the off ramps at Leslie street. 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate.
BBP Mainline	<ul style="list-style-type: none"> I would like more detail on the planned location of the bypass between 8th line and 9th line. 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? I believe the bypass should be constructed further north. I would like to see the highway have a lower speed limit than the 400 series highways. Reduce traffic in Bradford and Green Lane in Newmarket The road should be pushed further north from Wyman Crescent and Chelsea Crescent. 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 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. What material will be used to build the highway? 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate. Direction provided to the appropriate PIC #1 alternative(s) where applicable Refinements to the 2002 Approved EA alignment are being evaluated at select locations as part of this preliminary design and EA study Provided rationale for the location of the Bradford Bypass highway alignment following evaluations of alternate locations undertaken during the 2002 Approved EA MTO is continually searching for innovative engineering opportunities for highway design/construction materials

April 22 – May 6 Comment Theme	Summary of Comments Received	Notes and Response Plan
Alternate Interchange Location Requests	<ul style="list-style-type: none"> An interchange should be constructed at the 10th Sideroad/County Road 54 Are all of the intersections required? An interchange should be included at [Sideroad 10]. Also, Sideroad 10 is an identified Emergency Detour Route there must have access to the Bradford Bypass to about routing traffic to the only other access at County Road 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. 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate. Direction provided to the appropriate PIC #1 alternative(s) where applicable Refinements to the 2002 Approved EA alignment are being evaluated at select locations as part of this preliminary design and EA study Provided rationale for the location of the Bradford Bypass highway alignment following evaluations of alternate locations undertaken during the 2002 Approved EA The Ministry is carrying out traffic demand analysis as part of this study confirmed the locations of the interchanges and traffic modelling for the project.
Carpool Lot Requests	<ul style="list-style-type: none"> A carpool lot should be constructed at County Road 4. 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 as also previously mentioned), either to carpool 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. 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate.
Municipal/Regional Road Requests	<ul style="list-style-type: none"> The four lanes on Second concession should be extended from Mount Albert Rd. to the new link Bathurst Street should be assumed as a regional road by York Region between Queensville Sideroad and the new interchange. The section of County Road 4 between the 8th Line and the E-N/S 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-N/S intersection 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that improvements to regional/municipal roads will be considered by the appropriate region/municipality and are outside of this Preliminary Design study scope
Requests Outside Study Area (Traffic)	<ul style="list-style-type: none"> It is desirable to include the building north side of the interchange at Mulock in the project, otherwise, traffic will increase on Davis west bound and Leslie south bound. 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that improvements to regional/municipal roads will be considered by the appropriate region/municipality and are outside of this Preliminary Design study

April 22 – May 6 Comment Theme	Summary of Comments Received	Notes and Response Plan
Direct Property Impacts	<ul style="list-style-type: none"> Will the houses included in the circle for the proposed interchange at Yonge street be affected by this bypass? I would like to see the design of the Leslie Street ramps as these are to be built less than 1 km from my house and go through farmland that has been in my family for generations. After reviewing the refinement alternative-Parcel A2 I would like to know how my property on Leslie street will be impacted. 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 am really concerned with the newest proposal as the highway will be right beside my property. 	<ul style="list-style-type: none"> The Ministry works directly with impacted property owners to discuss property-specific concerns and establish next steps. Provided direction to the appropriate PIC #1 alternative(s) where applicable
Adjacent Land Uses/Proximity to the BBP	<ul style="list-style-type: none"> How far back will the planned roadway be to the residential subdivision just south? Residents of my neighborhood are concerned that the bypass will be too close. There is a Montessori school less than 1 km from the Leslie Street interchange Yes, this will impact us <i>(Note: this is not a directly impacted property)</i> 	<ul style="list-style-type: none"> Various studies are being conducted as part of this project (Land Use, Noise, Air Quality, etc.) which identify potential impacts on directly impacted or adjacent residents. The Ministry will follow the MTO's Noise Guide to evaluate noise barrier types and their appropriate locations, where applicable.
Support for the BBP	<ul style="list-style-type: none"> I will frequently use the 400-404 Link This highway is much needed for the Town of Bradford and my family and I will use it often I support the BBP, a lot of people complain that there is only one way into town, now there will be more than one. It is a brilliant idea to connect the two highways. We are very excited for the bypass to be constructed. When is the expected start time? 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. 	<ul style="list-style-type: none"> Support for the Project acknowledged
Traffic and Commute Times	<ul style="list-style-type: none"> The argument that constructing the highway will reduce congestion is flawed I want to express my opposition to the project. Reduce shipping travel time east to west. Investigate slowing local traffic by using roundabouts. Today, the residual travel demand in the Bradford Bypass Study Area can likely be appropriately addressed by connecting Queensville Sideroad, via Bathurst St. and Hochreiter 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 resurrecting 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 s.4.4.2 – duty to assess alternative beyond the existing Study Area. 	<ul style="list-style-type: none"> Road congestion will continue to increase in the GGH and therefore the Bradford Bypass is still required to help address some of these issues and improve connectivity in the region Travel time savings were calculated using the Provincial Greater Golden Horseshoe (GGH) Transportation Model by comparing scenarios with and without the new corridor and that there were considerations for

April 22 – May 6 Comment Theme	Summary of Comments Received	Notes and Response Plan
	<ul style="list-style-type: none"> What were the specific origin and destination locations used? What are the travel times for each? Did any scenarios compare the travel times with improved transit, truck route changes, or transportation demand management? Did any scenarios compare travel times to the 407? What 2041 projections were used specifically? Under what specific travel scenario did the travel time savings range up to 35 minutes, from what origin/destination? 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>population, employment targets and future infrastructure.</p> <ul style="list-style-type: none"> Provided rationale for the location of the Bradford Bypass alignment following evaluations of alternate locations undertaken during the 2002 Approved EA
Land Expropriation	<ul style="list-style-type: none"> Is there an estimate of how much land will need to be expropriated? What is the legislative process to expropriate land? Are there any conservation authority lands that will be expropriated? 	<ul style="list-style-type: none"> Ministry works directly with impacted property owners to discuss property-specific concerns and establish next steps. Expropriation process is only used when agreements can't be reached within suitable project timeframes.
Highway Naming	<ul style="list-style-type: none"> The highway should be called Highway 488 The highway should change the name from "Bradford Bypass" to "Highway 400-404 Link" as Deputy Mayor Leduc suggested 	<ul style="list-style-type: none"> The Ministry has not identified an official name or Highway number for the Bradford Bypass at this time
Tolling	<ul style="list-style-type: none"> Request for the road to be tolled Will this be a toll highway? If so, will the toll be cancelled after the highway is paid for? 	<ul style="list-style-type: none"> Decisions regarding tolling have not been a determination at this time.
Littering	<ul style="list-style-type: none"> I'm concerned about [litter]. What steps are in place that address this? 	<ul style="list-style-type: none"> Littering is prohibited under the Highway Traffic Act and that MTO has contractors to remove litter along freeways
Environmental Assessments	<ul style="list-style-type: none"> The 1997 EAs only address potential solutions within MTO's mandates to build highways. It did not consider regional road enhancements such as bridges over the Holland River at Hochreiter Road and Ravenshoe Road. 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. 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 A news release from Ecojustice states that the Environmental Assessment conducted for the BBP is superficial and does not consider impacts to migratory birds, climate change or impacts on natural heritage, First Nations or air pollution. 	<ul style="list-style-type: none"> Provided rationale for the location of the Bradford Bypass alignment following evaluations of alternate locations undertaken during the 2002 Approved EA Fifteen (15) environmental studies that are being undertaken as part of this Preliminary Design In accordance with the consultation plan and requirements of the MTO Class EA or O. Reg. 697/21 (After October 7, 2021), the Ministry is carrying out consultation with federal

April 22 – May 6 Comment Theme	Summary of Comments Received	Notes and Response Plan
	<ul style="list-style-type: none"> I understand no environmental assessment will be done and the last was in 2002. proceeding with early works without a proper Environmental Assessment is unacceptable. 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. 	<p>and provincial regulatory agencies, conservation authorities and Indigenous communities throughout this study.</p> <ul style="list-style-type: none"> Impact assessments undertaken as part of this study will follow appropriate policies/legislations (Greenbelt Plan, Lake Simcoe Protection Act, etc.) and that several provincial and federal regulatory agencies will be consulted throughout this Preliminary Design study and subsequent design stages. The proposed MECP exemption for the Bradford Bypass is currently being considered by MECP; however, the Ministry will undertake environmental impact assessments and continue consultation with Indigenous communities and other stakeholders regardless of the outcome of the MECP decision on the exemption regulation.
Considerations for Transit	<ul style="list-style-type: none"> 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. I also believe that our money would be better spent on improved access to environmentally friendly public transit. The project was cancelled by a previous government in order to encourage the Barrie GO train. Seven more scheduled runs a day and on weekends this train is a much better solution. 	<ul style="list-style-type: none"> Despite the MTO's commitment to improving public transit in Ontario, road congestion will continue to increase in the GGH and therefore the Bradford Bypass is still required to help address some of these issues and improve connectivity in the region
Change in Work Conditions Resulting from Pandemic	<ul style="list-style-type: none"> 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). 	<ul style="list-style-type: none"> Road congestion will continue to increase in the GGH and therefore the Bradford Bypass is still required to help address some of these issues and improve connectivity in the region
Agriculture	<ul style="list-style-type: none"> Concern about impacts to surrounding agriculture We note at this stage the limited references to mitigation measures aimed at reducing the impact to agriculture (reference is only given to reducing impacts through adjustments to highway gradient and incorporating MTO guidance for noise mitigation). In addition, the "Land Use" considerations do not reference the designated prime agricultural and specialty crop areas that characterize a significant 	<ul style="list-style-type: none"> The Ministry is undertaking an agricultural impact assessment as part of this study, that will include previous studies/commitments, establishing existing conditions, identifying potential impacts and

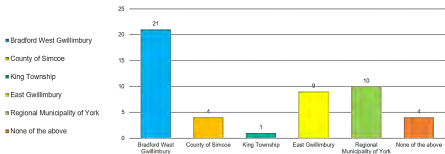
April 22 – May 6 Comment Theme	Summary of Comments Received	Notes and Response Plan
	<p>portion of the Study Area. It is understood that a property-focused assessment of effects from the Project will be conducted, which will include effects on access, use of the retained lands (particularly from an agricultural perspective), and will propose mitigation measures to minimize the anticipated effects.</p> <ul style="list-style-type: none"> Where will the food that the region requires for a growing population be grown? How will local produce be grown locally if local farmland is paved over? 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. 	<p>recommended mitigation measures) where applicable</p> <ul style="list-style-type: none"> The Project Team will be consulting with local farming communities and OMAFRA throughout the study.
Provincial/Federal Legislations and Policies	<ul style="list-style-type: none"> The Greenbelt Plan was established after the conditional approval for this EA was issued in 2002. As the undertaking is proposed in the Protected Countryside area of this Plan, it may be prudent for the Project Team to consider policies contained in the Greenbelt Plan as part of the design stages remaining in the EA process. To that end, some of the key planning and design principles, as well as mitigation measures, contained in the <i>Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt</i> (2013) may be relevant to this undertaking and should be considered by the Project Team. I hope all applicable land use policies are being followed, including the Lake Simcoe Protection Plan, Greenbelt Plan and Provincial Policy Statement. 	<ul style="list-style-type: none"> Impact assessments undertaken as part of this study will follow appropriate policies/legislations (Greenbelt Plan, Lake Simcoe Protection Act, etc.) and that several provincial and federal regulatory agencies will be consulted throughout this Preliminary Design study and subsequent design stages.
LSRCA Regulated Lands	<ul style="list-style-type: none"> There are 11 locations within the area of interest for LSRCA (images provided) The LSRCA provides the following suggestions to avoid or mitigate impacts associated with the proposed highway development within our areas of interest: <ul style="list-style-type: none"> Wherever possible, the floodplains, valley lands and wetlands be spanned to avoid impacts to the features Any significant woodlands (map attached) be avoided or impact mitigation Existing drainage and conveyance be maintained and or improved with no changed to upstream or downstream flows. Quantity and quality storm water management controls be implemented to avoid impacting erosion, floodplains or pollution. Any fill placement in the floodplain be avoided or compensated for with an incremental cut All culverts be properly embedded and sized to avoid erosion of the banks Proper erosion and sediment control measures be undertaken to prevent sediment migration and impact to watercourses We recommend further consultation through the detail detailed and undertaking or environmental discipline studies which will be carried out through the preliminary design including: <ul style="list-style-type: none"> Drainage and Hydrology; Erosion and Sediment Control Risk Assessment; Fish and Fish Habitat Existing Conditions and Impact Assessment Report; Fluvial Geomorphology; Groundwater Impact Assessment; Preliminary Landscape Composition Plan; 	<ul style="list-style-type: none"> The Preliminary Design and EA study will involve completing surface water/groundwater/terrestrial/fisheries assessments as part of this study (covering previous studies/commitments, establishing existing conditions, identifying potential impacts and recommended mitigation measures) where applicable Impact assessments undertaken as part of this study will follow appropriate policies/legislations (Greenbelt Plan, Lake Simcoe Protection Act, etc.) and that several provincial and federal regulatory agencies will be consulted throughout this Preliminary Design study and subsequent design stages. The Ministry will consult with and invite LSRCA to meet with the Project Team as part of the Government Advisory Group to discuss any key issues related to this project

April 22 – May 6 Comment Theme	Summary of Comments Received	Notes and Response Plan
	<ul style="list-style-type: none"> o 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); 	
Navigation	<ul style="list-style-type: none"> • I am concerned about the impact of this project on recreational canoeing, kayaking, and boating. 	<ul style="list-style-type: none"> • The Project Team is consulting with Transport Canada to ensure openness requirements for navigation are met
Indigenous Communities	<ul style="list-style-type: none"> • Disheartened to read that the Huron-Wendat concerns were not fully respected in the Federal Impact Assessment. 	<ul style="list-style-type: none"> • The Project Team has engaged with and continues to engage with Indigenous communities as part of this study.

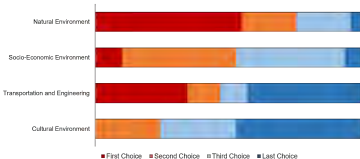
7.2 Part 1 – Poll Results

A total of 49 individuals completed the poll on the PIC #1 Information Webpages. The Project Team will utilize the information received from the poll to better understand what evaluation factors are most important to residents of the Study Area and how individuals intend to use the Bradford Bypass in future. The following sections provide a graphical summary of the results from the poll questions. This information was also presented as part of the webinar.

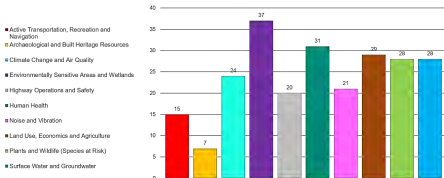
7.2.1 Where are you from?



7.2.2 Important Evaluation Factors

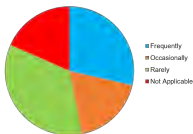


7.2.3 Top 5 Evaluation Criteria

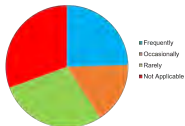


7.2.4 How will you use the highway?

For Personal Use



For Work or Business



7.3 Part 2 – Webinar

As part of PIC #1 Part 2, 27 comments were received via the Chat function through the Zoom platform.

Table 7-2 below summarizes the key questions, comments, issues, and concerns raised during the PIC #1 Part 2 webinar held through Zoom on May 18, 2021 and the Project Team's intended response. Prepared responses were issued directly to the commenter via email.

Table 7-2: PIC #1 Part 2 Feedback and Response Plan

April 22 – May 6 Comment Theme	Summary of Comments Received	Notes and Response Plan
Project Timelines	<ul style="list-style-type: none"> When do you expect to start construction of this project? What is the timeline for this project? 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? 	<ul style="list-style-type: none"> Provided the proposed schedule for this Preliminary Design, as well as subsequent design and construction phases.
Politics and Project Planning	<ul style="list-style-type: none"> Can you please explain how the proposed exemptions will affect the TESR and process? "Will", "Will", "Will" - sounds like the decision to build the Holland Marsh Highway has already been made... Will the Bradford Bypass Interchange work at Highway 400 delay proposed long awaited Interchange Design changes at County Road 88 and Highway 400? Is there a Value Engineering study at this stage? 	<ul style="list-style-type: none"> The proposed MECP exemption for the BBP is currently being considered by MECP, but environmental impact assessments and required consultation with Indigenous communities and other stakeholders will still be completed regardless of the outcome. Highway 400 Alternatives #1 and #2 provide access to County Road 88 interchange to vehicles travelling southbound on Highway 400 and Alternatives #3 and #4 provide access to vehicles travelling southbound on Highway 400 and westbound on the BBP where required A Value Engineering (VE) Workshop will be held in Spring 2022 where applicable
Highway 400 Interchange	<ul style="list-style-type: none"> Support for Alternative Refinement 3 (Directional Ramps Without Basketweave) 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 OPA#15 Employment Lands on west side of Highway 400 from the Bradford Bypass which provided access for future employment uses and 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate.

April 22 – May 6 Comment Theme	Summary of Comments Received	Notes and Response Plan
	logistical highway access. The four (4) Highway 400 Interchange Alternatives provided cut off all access to the west side of Highway 400 Employment Lands in OPA#15 and require additional lands to complete the three (3) tiered overpasses?	
Bathurst Street Interchange	<ul style="list-style-type: none"> Making the interchange at 2nd concession makes more sense than Bathurst St. as it has already been widened. wouldn't you agree? A comment related to the proposed interchanges: Wouldn't an interchange at Yonge Street (York Road 51) be more useful than at Bathurst (York 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 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate. The Ministry will undertake a terrestrial impact assessment as part of this study (previous studies/commitments, establishing existing conditions, identifying potential impacts and recommended mitigation measures) where applicable
Leslie Street Interchange	<ul style="list-style-type: none"> Will consider of moving the interchange at Leslie Ave to 2nd Concession be considered as an alternative in the environmental study? 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate.
BBP Mainline	<ul style="list-style-type: none"> Wondering where will the line start from Queensville? 	<p>Provided direction to images on the website and information showing the location of the proposed Bradford Bypass alignment</p>
Direct Property Impacts	<ul style="list-style-type: none"> 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 owner's 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 acres farms reduced in value and reduce land use options. 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. AGC Automotive Canada, Inc. operates a glass car window plant in 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. <i>(Note: This is a PTE property and authorization and consultation was received through a paralegal for this company)</i> 	<ul style="list-style-type: none"> The Ministry works directly with impacted property owners to discuss property-specific concerns and establish next steps. Provided direction to the appropriate PIC #1 alternative(s) where applicable

April 22 – May 6 Comment Theme	Summary of Comments Received	Notes and Response Plan
Adjacent Land Uses/Proximity to the BBP	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> The Ministry is undertaking the preliminary design and environmental assessment study in accordance with the EA (O. Reg. 697/21), which includes completion of various studies being conducted as part of this project (Land Use, Noise, Air Quality, etc.). These studies identify potential impacts on directly impacted or adjacent residents.
Traffic and Commute Times	<ul style="list-style-type: none"> Improve traffic conditions or induced demand 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? 	<ul style="list-style-type: none"> Road congestion will continue to increase in the GGH and therefore the BBP is still required to help address some of these issues and improve connectivity in the region Travel time savings were calculated using the Provincial Greater Golden Horseshoe Transportation Model by comparing scenarios with and without the new corridor and that there were considerations for population, employment targets and future infrastructure. Provided rationale for the location of the Bradford Bypass alignment following evaluations of alternate locations undertaken
Land Expropriation	<ul style="list-style-type: none"> Will MTO expropriate blocked off design refinement areas? At what point will MTO approach landowners for land that will be expropriated? 	<ul style="list-style-type: none"> The Ministry works directly with impacted property owners to discuss property-specific concerns and establish next steps. Expropriation is only used when agreements can't be reached within suitable project timeframes.
Highway Naming	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> An official name or Highway designation has not been selected at this time.
Webinar Format	<ul style="list-style-type: none"> Very disappointing "PIC" webinar. Nothing more than a rote reading of carefully written statements in response to previously asked questions. How do we know these are real questions? 	<ul style="list-style-type: none"> The webinar was presented by the Project Team to provide an initial summary of PIC #1 Part 1 and provide additional information related to the key comment and feedback themes

April 22 – May 6 Comment Theme	Summary of Comments Received	Notes and Response Plan
Conservation Authorities	<ul style="list-style-type: none"> Will MTO be submitting the project to voluntary review by LSRCA or NVCA? 	<p>submitted during the comment review period</p> <ul style="list-style-type: none"> The Ministry recognizes that LSRCA and NVCA are key stakeholders for consultation throughout this study to incorporate their comments and consideration for the design/engineering refinements and approached to mitigation will be implemented.
10th Sideroad Overpass	<ul style="list-style-type: none"> Is the 10th side road overpass a new addition to the design? Why is another overpass being included here? 	<ul style="list-style-type: none"> The crossing of 10th Sideroad is not a new addition to the design, however this proposed overpass structure at 10th Sideroad represents a design refinement allowing the freeway to best fit within the topography of the area.
Sanitary Trunk Sewers	<ul style="list-style-type: none"> Has MTO and AECOM considered proposed future OPA#15 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 OPA#15? 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. 	<ul style="list-style-type: none"> The Project Team is consulting with municipalities and will take into consideration land use planning information within the Study Area.
Electric Vehicles	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> There are no current plans in place to create dynamic charging systems for vehicles; however, this may be explored at a later stage of design for the project.

Appendix A

Notification Materials

PIC #1 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 from PIC #1 are included in the Project Information File.

ONTARIO GOVERNMENT NOTICE

NOTICE OF PUBLIC INFORMATION CENTRE #1

HIGHWAY 400 - HIGHWAY 404 LINK (BRADFORD BYPASS) ASSIGNMENT NO.2019-E-0048

PRELIMINARY DESIGN & CLASS ENVIRONMENTAL ASSESSMENT STUDY

THE STUDY

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and Class Environmental Assessment (EA) Study for the proposed Highway 400 – Highway 404 Link (Bradford Bypass). MTO previously completed a route planning study for the Bradford Bypass in 1997 and a subsequent EA and Recommended Plan were approved in 2002. The proposed Bradford Bypass is a new 16.2 km rural controlled access freeway. The proposed highway 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 Holborn Road in East Gwillimbury. There are proposed full and partial interchanges, as well as grade separated crossings at intersecting municipal roads and watercourses, including the Holland River and Holland River East Branch. This project will also include the Preliminary Design for the replacement of the 9th Line structure on Highway 400. The Study Area within Simcoe County (Town of Bradford West Gwillimbury) and the Regional Municipality of York (Township of King and Town of East Gwillimbury) is shown in the key map.



THE PROCESS

This Study follows the approved planning process for a Group 'A' project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities (2000)* (Class EA). Upon study completion, a Transportation Environmental Study Report (TESR) will be prepared and be available for a 30-day public review period.

General improvements / enhancements to the approved 2002 route of the Bradford Bypass will be considered as part of this EA Study. Alternatives will be generated and evaluated within the Study Area based on technical and environmental factors, and through engagement with Indigenous Communities, public stakeholders, municipalities and government agencies. The Study Team will review and carry forward previous environmental commitments made during the previous 2002 Route Planning EA Study, as well as assess any new impacts and prescribe new mitigation measures to be carried forward for the subsequent Detail Design phase for the Bradford Bypass. Two Public Information Centres (PICs) will be held during this study to provide interested parties with the opportunity to discuss the study and provide input to the Project Team.

ONTARIO GOVERNMENT NOTICE
NOTICE OF PUBLIC INFORMATION CENTRE #1

HIGHWAY 400 - HIGHWAY 404 LINK (BRADFORD BYPASS) ASSIGNMENT NO.2019-E-0048
PRELIMINARY DESIGN & CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE #1 (Online)

This 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 present the study, summarize existing conditions, showcase the preliminary design alternatives, outline the evaluation process, and solicit input, feedback and comments on the preliminary design alternatives.

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 stakeholder review period and receive additional project information.

Where: <https://www.bradfordbypass.ca/consultation/>

CONTACT US

To obtain additional information or to be placed on the mailing list, please contact the Project Team via one of the methods below:

PIC Comment Form can be found online on the Study Website at the end of the PIC material.

Email: ProjectTeam@BradfordBypass.ca

Telephone: 1-877-247-6036

Cameron Bevers
MTO Project Manager
Ministry of Transportation
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

Tim Sorochinsky, P. Eng
Consultant Project Manager
AECOM
30 Leek Crescent, 4th Floor
Richmond Hill, ON L4B 4N4
Tel: 905-882-4401

There is an opportunity at any time during the study for interested persons to provide input to the Project Team regarding the study. Comments are being collected to assist MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. This material will be maintained on file for use during the Study and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this Study, please contact one of the Project Team members listed above.

From: projectteam@bradfordbypass.ca
To: 
Subject: Notice of PIC #1 (Assessment No. 2019-1-0040) Highway 400 – Highway 404 Link (The Bradford Bypass)
Preliminary Design and Class Environmental Assessment Study, Ontario Ministry of Transportation
Date: Thursday, April 15, 2021 12:16:30 PM
Attachments: [OGN NDP PIC1 Final.pdf](#)

To Whom It May Concern:

Please find attached the Ontario Ministry of Transportation's Notice of Public Information Centre (PIC) #1 for the Highway 400 – Highway 404 Link (The Bradford Bypass) Preliminary Design and Class Environmental Assessment Study. A copy of the Ontario Government Notice (OGN) is also attached.

Sincerely,

The Bradford Bypass Project Team
Email: projectteam@bradfordbypass.ca
Toll-Free: 1 (877) 247-6036

You are receiving this email because you are on the contact list for the Bradford Bypass Preliminary Design Study. At any time, you may unsubscribe or update your contact information by emailing projectteam@bradfordbypass.ca



AECOM
30 Leek Cres., 4th Floor
Richmond Hill, ON
L4B 4N4
Canada
www.aecom.com

905-882-4401 tel
905-882-4399 fax

April 13, 2021

FINAL External Letter

«Name»
«Organization»
«Address»

Dear «Greeting»:

**RE: Notice of Public Information Centre (PIC) #1 (Assignment No. 2019-E-0048)
Highway 400 – Highway 404 Link (The Bradford Bypass)
Preliminary Design and Class Environmental Assessment Study
Ontario Ministry of Transportation**

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and Class Environmental Assessment (EA) Study for the proposed Highway 400 – Highway 404 Link (Bradford Bypass). MTO previously completed a route planning study for the Bradford Bypass in 1997 and a subsequent EA and Recommended Plan were approved in 2002. The proposed Bradford Bypass is a new 16.2 km rural controlled access freeway. The proposed highway 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 Holborn Road in East Gwillimbury. There are proposed full and partial interchanges, as well as grade separated crossings at intersecting municipal roads and watercourses, including the Holland River and Holland River East Branch. This project will also include the Preliminary Design for the replacement of the 9th Line structure on Highway 400. The Recommended Plan as documented in the 2002 approved EA located within Simcoe County (Town of Bradford West Gwillimbury) and the Regional Municipality of York (Township of King and Town of East Gwillimbury) is shown in the key map (see attached *Notice of Public Information Centre #1*).

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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 stakeholder review period and receive additional project information.

Where: <https://www.bradfordbypass.ca/consultation/>

To obtain additional information or to be placed on the mailing list, please contact the Project Team via one of the methods below:

PIC Comment Form can be found online on the Study Website at the end of the PIC material.

Email: ProjectTeam@BradfordBypass.ca

Telephone: 1-877-247-6036

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We thank you for your participation and interest in the Preliminary Design and EA Study for the Bradford Bypass, and look forward to your involvement.

Sincerely,
AECOM

Tim Sorochinsky, P.Eng.
AECOM Project Manager

Cc. C. Bevers, MTO Project Manager
L. Sarris, MTO Senior Environmental Planner
R. Gribbon, MTO Senior Environmental Planner
S. Kalali, MTO Area Manager, York-Durham East
L. Grobel, MTO Area Manager, York-Durham West
R. Sheikh, AECOM Deputy Project Manager
B. Patkowski, AECOM Senior Environmental Planner
S. Rankin, AECOM Senior Environmental Planner

Encl. Notice of Public Information Centre #1

projectteam@bradfordbypass.ca

From: projectteam@bradfordbypass.ca
Sent: Monday, April 19, 2021 12:12 PM
Subject: Important Information Regarding: Highway 400 - Highway 404 Link (The Bradford Bypass)
Preliminary Design and Class Environmental Assessment Study, Ontario Ministry of Transportation

Good afternoon,

In the recent notification, an email was sent out in error. We mistakenly sent a group email to a number of recipients without keeping your email addresses confidential. We sincerely apologize for this error. To ensure this will not happen again we are reviewing our process for sending out group email notifications. We also want to reassure you that the duty and obligation to protect your privacy is the highest priority to our team.

Please contact us if you have any questions or require further information.

Sincerely,

The Bradford Bypass Project Team
Email: projectteam@bradfordbypass.ca
Toll-Free: 1 (877) 247-6036

You are receiving this email because you have contacted the Bradford Bypass Project Team and/or are on the contact list for the Bradford Bypass Preliminary Design Study. At any time, you may unsubscribe or update your contact information by emailing projectteam@bradfordbypass.ca.

Sample Indigenous Community Notification Email

From: projectteam@bradfordbypass.ca
To: [REDACTED]
Subject: Notice of PIC #1 (Assignment No. 2019-E-0048) Highway 400 – Highway 404 Link (The Bradford Bypass) Preliminary Design and Class Environmental Assessment Study, Ontario Ministry of Transportation
Date: Thursday, April 15, 2021 12:00:00 PM
Attachments: [OGN_BBP_PIC1_Final.pdf](#)
[LTR_BBP_PIC1 \[REDACTED\].pdf](#)

To Whom It May Concern,

Please find attached the Ontario Ministry of Transportation's Notice of Public Information Centre (PIC) #1 for the Highway 400 – Highway 404 Link (The Bradford Bypass) Preliminary Design and Class Environmental Assessment Study. A copy of the Ontario Government Notice (OGN) is also attached.

Sincerely,

The Bradford Bypass Project Team

Email: projectteam@bradfordbypass.ca

Toll-Free: 1 (877) 247-6036

You are receiving this email because you are on the contact list for the Bradford Bypass Preliminary Design Study. At any time, you may unsubscribe or update your contact information by emailing projectteam@bradfordbypass.ca.

Final Indigenous Communities Letter

April 14, 2020

«Name»

«Organization»

«Address»

Dear «Greeting»:

**RE: Notice of Public Information Centre (PIC) #1 (Assignment No. 2019-E-0048)
Highway 400 – Highway 404 Link (The Bradford Bypass)
Preliminary Design and Class Environmental Assessment Study
Ontario Ministry of Transportation**

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and Class Environmental Assessment (EA) Study for the proposed Highway 400 – Highway 404 Link (Bradford Bypass). MTO previously completed a route planning study for the Bradford Bypass in 1997 and a subsequent EA and Recommended Plan were approved in 2002. The proposed Bradford Bypass is a new 16.2 km rural controlled access freeway. The proposed highway 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 Holborn Road in East Gwillimbury. There are proposed full and partial interchanges, as well as grade separated crossings at intersecting municipal roads and watercourses, including the Holland River and Holland River East Branch. This project will also include the Preliminary Design for the replacement of the 9th Line structure on Highway 400. The Recommended Plan as documented in the 2002 approved EA located within Simcoe County (Town of Bradford West Gwillimbury) and the Regional Municipality of York (Township of King and Town of East Gwillimbury) is shown in the key map (see attached *Notice of Public Information Centre #1*).

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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 (<https://www.bradfordbypass.ca/consultation/>) for a two (2) week stakeholder review period beginning **April 22, 2021** and ending on **May 6, 2021**.

The Project Team invites your community to an advanced PIC viewing session to be held the **morning of April 22, 2021**. The PIC material will be available for members of the public, municipalities and other stakeholders at **noon of April 22, 2021**. You can access the PIC material by entering the following password into the Project Website:

PIC Password: [REDACTED]

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.

The MTO recognizes that Indigenous partners are prioritizing COVID-19 responses to protect the health and well-being of their communities, and as a result, this may impact their ability to respond to ministry projects. The MTO remains committed to fulfilling its duty to consult requirements and will endeavour to accommodate requests to delay, postpone or suspend consultation discussions at this time.

The continued operation of MTO infrastructure is vital to the health and safety of Ontarians during this state of emergency. This includes ensuring airports that serve remote First Nations continue to operate, as well as maintaining highways and bridges across the province so goods and services, like food and medical supplies, can continue to flow. MTO projects, and supporting policy and planning activities, play a vital role in ensuring Ontario's economy remains healthy, by providing jobs in engineering, design and construction fields.

MTO has reviewed planned infrastructure needs to ensure the continued safe and reliable operation of Ontario's highway network and transportation system. Policy and planning activities and infrastructure projects will be triaged to determine which are the highest priority to keep on track and must meet project timelines to remain on track and on budget. No response is required at this time, and MTO will be in touch with further information as this project progresses.

Comments are being collected to assist MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. This material will be maintained on file for use during the study and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*, R.S.O. 1990, c. F.31. With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please contact the Project Team as listed above.

For direct communication with the Ministry, please contact the MTO Project Manager by phone at (437) 331-6649 or by email at Cameron.Bevers@ontario.ca. Please feel free to contact us to request a meeting to discuss the content of this PIC. We thank you for your participation and interest in the Preliminary Design and EA Study for the Bradford Bypass, and look forward to your involvement.

Sincerely,

Cameron Bevers

MTO Project Manager

Cc. L. Sarris, MTO Senior Environmental Planner
R. Gribbon, MTO Senior Environmental Planner
L. Currie, MTO Indigenous Liaison
J. Seibert, MTO Regional Archaeologist
S. Kalali, MTO Area Manager, York-Durham East
J. MacKinnon, MTO Area Manager, York-Durham West
T. Sorochinsky, AECOM Project Manager
R. Sheikh, AECOM Deputy Project Manager
B. Patkowski, AECOM Senior Environmental Planner
S. Rankin, AECOM Senior Environmental Planner

Encl. Notice of Public Information Centre #1

MP Notification Email

From: projectteam@bradfordbypass.ca
To: "Scot Davidson C1@nrc.gc.ca"
Subject: Notice of PIC #1 (Assignment No. 2019-E-0048) Highway 400 – Highway 404 Link (The Bradford Bypass) Preliminary Design and Class Environmental Assessment Study, Ontario Ministry of Transportation
Date: Thursday, April 15, 2021 11:38:00 AM
Attachments: [LTR_BBPD_PIC1_MP_Davidson.pdf](#)
[OGN_BBPD_PIC1_Final.pdf](#)

Dear MP Scot Davidson,

Please find attached the Ontario Ministry of Transportation's Notice of Public Information Centre (PIC) #1 for the Highway 400 – Highway 404 Link (The Bradford Bypass) Preliminary Design and Class Environmental Assessment Study. A copy of the Ontario Government Notice (OGN) is also attached.

Sincerely,

The Bradford Bypass Project Team

Email: projectteam@bradfordbypass.ca

Toll-Free: 1 (877) 247-6036

You are receiving this email because you are on the contact list for the Bradford Bypass Preliminary Design Study. At any time, you may unsubscribe or update your contact information by emailing projectteam@bradfordbypass.ca.

Ministry of Transportation

Planning and Design Section
Central Region – Engineering
4th Floor
150 St William Howard Avenue
Toronto ON M5M 0B7
Tel : 416 235-3435
Fax: 416 235-3576

Ministère des Transports

Section de planification et de conception
Région du Centre – Ingénierie
4e étage
150, avenue St William Howard
Toronto ON M5M 0B7
Tél : 416 235-3435
Téléc. : 416 235-3576



April 15, 2021

Scot Davidson
MP York-Simcoe
45 Grist Mill Road Unit #10
Holland Landing, ON
L9N 1M7

Dear MP Scot Davidson:

**RE: Notice of Public Information Centre (PIC) #1 (Assignment No. 2019-E-0048)
Highway 400 – Highway 404 Link (The Bradford Bypass)
Preliminary Design and Class Environmental Assessment Study
Ontario Ministry of Transportation**

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and Class Environmental Assessment (EA) Study for the proposed Highway 400 – Highway 404 Link (Bradford Bypass). MTO previously completed a route planning study for the Bradford Bypass in 1997 and a subsequent EA and Recommended Plan were approved in 2002. The proposed Bradford Bypass is a new 16.2 km rural controlled access freeway. The proposed highway 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 Holborn Road in East Gwillimbury. There are proposed full and partial interchanges, as well as grade separated crossings at intersecting municipal roads and watercourses, including the Holland River and Holland River East Branch. This project will also include the Preliminary Design for the replacement of the 9th Line structure on Highway 400. The Recommended Plan as documented in the 2002 approved EA located within Simcoe County (Town of Bradford West Gwillimbury) and the Regional Municipality of York (Township of King and Town of East Gwillimbury) is shown in the key map (see attached *Notice of Public Information Centre #1*).

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Purpose of this Letter: As part of the external consultation process for the Class EA, this letter is intended to notify you of the PIC #1, which 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. The enclosed "Notice of Public Information Centre #1" will appear in the following local newspapers:

- **Bradford West Gwillimbury Topic on Thursday April 15, 2021**
- **East Gwillimbury Express on Thursday April 15, 2021**

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For direct communication with the Ministry, please contact the MTO Project Manager by phone at (437) 331-6649 or by email at Cameron.Bevers@ontario.ca. We thank you for your participation and interest in the Preliminary Design and EA Study for the Bradford Bypass, and look forward to your involvement.

Sincerely,

Cameron Bevers
MTO Project Manager

Cc. L. Sarris, MTO Senior Environmental Planner
R. Gribbon, MTO Senior Environmental Planner
S. Kalali, MTO Area Manager, York-Durham East
L. Grobel, MTO Area Manager, York-Durham West
T. Soroichinsky, AECOM Project Manager
R. Sheikh, AECOM Deputy Project Manager
B. Patkowski, AECOM Senior Environmental Planner
S. Rankin, AECOM Senior Environmental Planner

Encl. Notice of Public Information Centre #1

MPP Notification Email

From: projectteam@bradfordbypass.ca
To: "caroline.mulroney@pc.gc.ca"
Subject: Notice of PIC #1 (Assignment No. 2019-E-0048) Highway 400 – Highway 404 Link (The Bradford Bypass) Preliminary Design and Class Environmental Assessment Study, Ontario Ministry of Transportation
Date: Thursday, April 15, 2021 11:39:00 AM
Attachments: [LTR_BBPD_PIC1_MPP_Mulroney.pdf](#)
[OGN_BBPD_PIC1_Final.pdf](#)

Dear MPP Caroline Mulroney,

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Sincerely,

The Bradford Bypass Project Team

Email: projectteam@bradfordbypass.ca

Toll-Free: 1 (877) 247-6036

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Ministry of Transportation

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Ministère des Transports

Section de planification et de conception
Région du Centre – Ingénierie
4e étage
150, avenue St William Howard
Toronto ON M5M 0B7
Tél : 416 235-3435
Téléc. : 416 235-3576



April 15, 2021

Hon. Caroline Mulroney
MPP York-Simcoe
45 Grist Mill Road Unit #8
Holland Landing, ON
L9N 1M7

Dear MPP Caroline Mulroney:

**RE: Notice of Public Information Centre (PIC) #1 (Assignment No. 2019-E-0048)
Highway 400 – Highway 404 Link (The Bradford Bypass)
Preliminary Design and Class Environmental Assessment Study
Ontario Ministry of Transportation**

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Sincerely,

Cameron Bevers
MTO Project Manager

Cc. L. Sarris, MTO Senior Environmental Planner
R. Gribbon, MTO Senior Environmental Planner
S. Kalali, MTO Area Manager, York-Durham East
L. Grobel, MTO Area Manager, York-Durham West
T. Soroichinsky, AECOM Project Manager
R. Sheikh, AECOM Deputy Project Manager
B. Patkowski, AECOM Senior Environmental Planner
S. Rankin, AECOM Senior Environmental Planner

Encl. Notice of Public Information Centre #1

Notice of Public Information Centre #1

Highway 400 - Highway 404 Link (Bradford Bypass) Assignment No. 2019-E-0048 Preliminary Design & Class Environmental Assessment Study

THE STUDY

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and Class Environmental Assessment (EA) Study for the proposed Highway 400 - Highway 404 Link (Bradford Bypass). MTO previously completed a route planning study for the Bradford Bypass in 1997 and a subsequent EA and Recommended Plan were approved in 2002. The proposed Bradford Bypass is a new 16.2 km rural controlled access freeway. The proposed highway 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. There are proposed full and partial interchanges, as well as grade separated crossings at intersecting municipal roads and watercourses, including the Holland River and Holland River East Branch. This project will also include the Preliminary Design for the replacement of the 6th Line structure on Highway 400. The Study Area within Simcoe County (Town of Bradford West Gwillimbury) and the Regional Municipality of York (Township of King and Town of East Gwillimbury) is shown in the key map.

THE PROCESS

This Study follows the approved planning process for a Group A project under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) (Class EA). Upon study completion, a Transportation Environmental Study Report (TESR) will be prepared, and be available for a 30-day public review period.

General Improvements / enhancements to the approved 2002 route of the Bradford Bypass will be considered as part of this EA Study. Alternatives will be generated and evaluated within the Study Area based on technical and environmental factors, and through engagement with Indigenous Communities, public stakeholders, municipalities and government agencies. The Project Team will review and carry forward previous environmental commitments made during the previous 2002 Route Planning EA Study, as well as assess any new impacts and prescribe new mitigation measures to be carried forward for the subsequent Detail Design phase for the Bradford Bypass. Two Public Information Centres (PICs) will be held during this study to provide interested parties with the opportunity to discuss the study and provide input to the Project Team.

PUBLIC INFORMATION CENTRE #1 (online)

This first PIC is being hosted virtually in two (2) parts during 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 present the study, summarize existing conditions, showcase the preliminary design alternatives, outline the evaluation process, and solicit input, feedback and comments on the preliminary design alternatives.



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 stakeholder review period and receive additional project information.

Where: <https://www.bradfordbypass.ca/consultation/>

CONTACT US

To obtain additional information or to be placed on the mailing list, please contact the Project Team via one of the methods below:

PIC Comment Form can be found online on the Study Website at the end of the PIC material.
e-mail: ProjectTeam@bradfordbypass.ca
tel: 1-877-242-8035

Cameron Bevers

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Ministry of Transportation
150 St. William Street, 4th Floor
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Tim Sorochinsky, P.Eng

Consultant Project Manager
AECOM
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Richmond Hill, ON L4B 4H4
tel: 905-882-4401

There is an opportunity at any time during the study for interested persons to provide input to the Project Team regarding the study. Comments are being collected to assist MTO in meeting the requirements of the Ontario Environmental Assessment Act. This material will be maintained on file for use during the Study and may be included in project documentation. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record if you have any accountability requirements in order to participate in this Study, please contact one of the Project Team members listed above.

Appendix B

PIC #1 Part 1 Information Webpages and
Video Transcript

PIC #1 Information Webpages and Video Transcript

In accordance with the *Freedom of Information and Protection of Privacy Act*, personal information of members of the public has been removed. Information webpages and video transcript from PIC #1 are included in the Project Information File.

PIC #1 Video Transcript

Highway 400–404 Link (Bradford Bypass)
April 22, 2021 – Virtual Public Information Centre (PIC) #1
Transcript of the 3-minute Overview Presentation Video

Welcome to Virtual Public Information Centre #1 for the Highway 400 – Highway 404 Link, also known as Bradford Bypass.

The Ontario Ministry of Transportation has retained AECOM to undertake a Preliminary Design and Class Environmental Assessment Study for the proposed Bradford Bypass.

[IMAGERY – PIC IMAGERY/STOCK FOOTAGE]

The proposed Bradford Bypass is a new 16.2 kilometre rural controlled access freeway. The proposed freeway 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 Holborn Road in East Gwillimbury. The Bradford Bypass is part of Ontario's plan to improve public transit and expand highways across the Greater Golden Horseshoe to fight congestion, create jobs, and prepare for the massive population growth expected in the next 30 years.

Simcoe County itself 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 not only relieve congestion on existing east-west local roads and provide a northern freeway connection between Highway 400 and Highway 404, but also to address the expected travel demand in the area.

Based on area-wide transportation forecast models conducted for this corridor, motorists and trucks are anticipated to see more than a 60 per cent savings in travel time compared to existing routes, saving up to 35 minutes each way.

[IMAGERY – Key Plan]

The study area for the proposed Bradford Bypass is located within Simcoe County (the Town of Bradford West Gwillimbury) and the Regional Municipality of York (the Township of King, and the Town of East Gwillimbury).

There are proposed full and partial interchanges, as well as grade separated crossings at intersecting municipal roads and watercourses, including the Holland River and Holland River East Branch. This project will also include the Preliminary Design for the replacement of the 9th Line structure on Highway 400.

This study will follow the approved planning process under the MTO Class Environmental Assessment for Provincial Transportation Facilities.

[IMAGERY – Roll plan images without the alternative/refinement boxes]

In the following presentation, you will learn about the proposed Bradford Bypass, the various refinement alternatives which have been developed for the Bradford Bypass mainline and interchanges, as well as the next steps for the study.

**Highway 400–404 Link (Bradford Bypass)
April 22, 2021 – Virtual Public Information Centre (PIC) #1
Transcript of the 3-minute Overview Presentation Video**

It is anticipated that the Bradford Bypass will 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, which amounts to only 0.35 per cent of the entire Provincially Significant Wetlands area. As part of 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.

The 2002 EA Approved alignment for the Bradford Bypass has been designed to minimize the environmental footprint wherever possible. The crossings of the Holland River and Holland River East Branch will be designed to accommodate navigation clearance requirements.

[IMAGERY – Welcome to PIC and Landing Page Imagery]

This first Public Information Centre is being hosted virtually in two parts on bradfordbypass.ca

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 available on bradfordbypass.ca for a two 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 stakeholder review period and receive additional project information.

You will be able to join from your computer or mobile device.

A link to register for the webinar is available on bradfordbypass.ca

[IMAGERY – Roll plan with boxes showing the alternative refinement boxes]

We invite you to review the information presented through this public information centre and provide any feedback to the project team by completing the short survey and comment form, emailing the project team or calling the toll-free number.

We ask that you please complete the short survey and provide your comments and feedback by May 6, 2021 to be considered as part of this first PIC session.

[IMAGERY - showing the comment form, and options for providing feedback and timeline]

[IMAGERY – Webinar Stock Footage]

Highway 400–404 Link (Bradford Bypass)
April 22, 2021 – Virtual Public Information Centre (PIC) #1
Transcript of the 3-minute Overview Presentation Video

---CLOSE OUT INFORMATION ---

Thank you for participating in this first Public Information Centre. We're interested to hear your feedback.

If you have any accessibility requirements in order to participate, please contact us at 1-877-247-6036 or projectteam@bradfordbypass.ca

Appendix C

PIC #1 Part 1 Poll Questions and Results

Bradford Bypass

Virtual Public Information Centre #1 Poll

...

* Required

1. First and Last Name *

Enter your answer

2. Email Address

Enter your answer

3. Please rank these factors in order of importance to you: *

Transportation and Engineering

Natural Environment

Socio-Economic Environment

Cultural Environment

4. Please select the top five (5) most important evaluation criteria to you: *

- ☐ Active Transportation, Recreation and Navigation
- ☐ Archaeological and Built Heritage Resources
- ☐ Climate Change and Air Quality
- ☐ Environmentally Sensitive Areas and Wetlands
- ☐ Highway Operations and Safety
- ☐ Human Health
- ☐ Noise and Vibration
- ☐ Land Use, Economics and Agriculture
- ☐ Plants and Wildlife (Species at Risk)
- ☐ Surface Water and Groundwater

5. Where do you live (select the most appropriate)? *

- ☐ Bradford West Gwillimbury
- ☐ East Gwillimbury
- ☐ King Township
- ☐ County of Simcoe
- ☐ Regional Municipality of York
- ☐ None of the above

6. How often do you anticipate using the Bradford Bypass for personal travel? *

- ☐ Frequently
- ☐ Occasionally
- ☐ Rarely
- ☐ Not Applicable

7. How often do you anticipate using the Bradford Bypass for work or business travel? *

- ☐ Frequently
- ☐ Occasionally
- ☐ Rarely
- ☐ Not Applicable

Submit

Never give out your password. [Report abuse](#)

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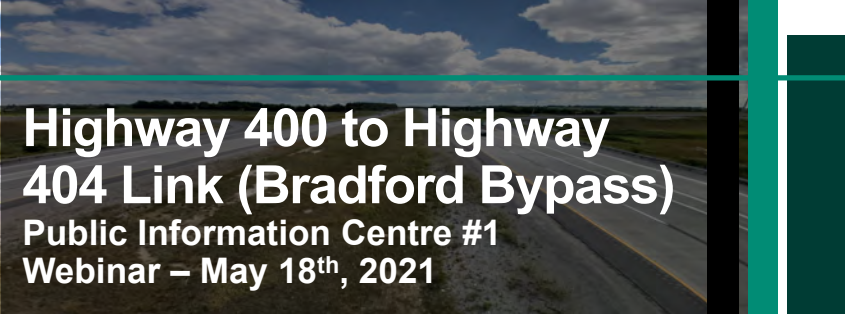
[Terms of use](#)

PIC #1 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 from PIC #1 are included in the Project Information File.

Appendix D

PIC #1 Part 2 Webinar Presentation Slide Deck



Highway 400 to Highway 404 Link (Bradford Bypass)

Public Information Centre #1

Webinar – May 18th, 2021

We will begin shortly. This is a webinar platform, which allows you to see and hear the presenters, but we cannot see or hear you.

Webinar Housekeeping



- Speaker video will be turned off for most of the presentation
- Attendees will be muted; please participate through the Q&A window
- If you have any technological issues, please also use the Q&A window
- A survey will be sent out to attendees following the meeting
- This Webinar session is being recorded
- Any comments or feedback received during this webinar will be included in the record of consultation for the project. Questions received will be provided with a response.



Welcome and Introduction

Public Information Center #1 Webinar
Highway 400 to Highway 404 Link (Bradford Bypass)

Introductions



Harinder Singh
Project Manager
MTO



Larry Sarris
Project Manager
MTO



Rhonda Gribbon
Environmental Planner
MTO



Tim Sorochinsky
Project Manager
AECOM



Riyaz Sheikh
Deputy Project Manager
AECOM



Sonia Rankin
Environmental Planner
AECOM

Agenda and Webinar Purpose



Webinar: 7:00 – 10:00 pm

- Welcome and Introduction
- Presentation
 - Project Overview
 - Describe the purpose of Public Information Centre #1 (PIC #1)
 - Provide a high level overview of information presented for PIC #1
 - Provide an overview of the review period and feedback received
 - Answer key questions
 - Outline next steps
 - Closing



About the 400 to Highway 404 Link (Bradford Bypass)

Bradford Bypass Overview



- Project Title:
 - Highway 400 – Highway 404 Link (Bradford Bypass)
- Highway Type:
 - 16.2 km rural controlled access freeway between Highway 400 and Highway 404.
- 2002 Environmental Assessment Approved Alignment
 - Simcoe County and Regional Municipality of York



About the Bradford Bypass



- Advancing the Bradford Bypass project will help address current and future transportation needs in Simcoe County and York Region.
- Ontario needs new infrastructure to help move people and goods or the region will quickly become overwhelmed.
- To relieve congestion, create jobs and prepare for the massive population growth expected in the next 30 years.



Why We Need the Bradford Bypass



- Population Growth
 - Regional Municipality of York population growing to 1.79 million by 2041
 - Simcoe County's population is expected to increase to 416,000 by 2031
- Relieve Congestion and Increase Connections
 - Building the proposed Bradford Bypass is necessary to not only relieve congestion on existing east-west local roads and provide a northern freeway connection between Highway 400 and Highway 404, but to also address the expected travel demand in the area.
- Time Savings
 - Anticipated 60% savings in travel time compared to existing roads
 - Saving up to 35 minutes

About the Bradford Bypass




- New Freeway
- Full and Partial Interchanges
- Grade separated crossings at intersecting municipal roads and watercourses
- New Crossings for Holland River and Holland River East Branch



Key Objectives of the Study



- The main objectives of the Preliminary Design and EA study are:
 - Follow the process for a Group 'A' project in accordance with the MTO *Class EA for Provincial Transportation Facilities*
 - *Environmental Impact Assessments*
 - *Consultation and Engagement*
 - Review the recommended plans of the 2002 approved EA
 - Develop design refinements and alternatives for the mainline alignment, interchanges and crossings
 - Evaluate design refinements and alternatives
 - Select the preferred preliminary design
 - Complete the Preliminary Design EA study



Public Information Centre (PIC) #1

Purpose of PIC #1



- Virtual PIC #1 (Part 1) - April 22 to May 6, 2021
 - 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
 - Solicit input, feedback and comments on the preliminary design refinements
- Webinar (Part 2) - May 18, 2021



Materials Presented



- Overview of the project and study process
- Overview of the refinements and alternatives evaluation process
- Engineering and environmental considerations for each refinement and alternative
- Overall engineering and environmental considerations for the project
- Environmental protection and mitigation strategies and measures
- Base case, alternatives and key considerations

Federal EA



- Non-designated project
 - The proposed Bradford Bypass project does not warrant designation under the Impact Assessment Act.
- Minister of Environment and Climate Change considered
 - Potential for the project to cause adverse effects within federal jurisdiction,
 - Adverse direct or incidental effects,
 - Public concern related to these effects,
 - Adverse impacts on the Aboriginal and treaty rights of the Indigenous peoples of Canada, and
 - Analysis of the Impact Assessment Agency of Canada.

- Location
 - East Limits at Highway 404 (Ontario)
 - West Limits at Highway 400 (Ontario)
- Nature of Activity
 - Highways and Roads
- Assessment Status
 - Completed
- Proponent
 - Ontario Ministry of Transportation
- Authorities
 - Impact Assessment Agency of Canada
- Assessment Type
 - Assessment not applicable
- Reference Number
 - 81382

Study Process: Provincial EA



- The study process includes:
 - EA Principles
 - Consultation Principles
 - Transportation Principles
 - Documentation Principles



Refinements and Alternatives Evaluation Process



Refinements and alternatives were developed and evaluated for:

- Bradford Bypass Mainline
- Freeway-to-Freeway Interchanges
- Arterial / Crossing Road Interchanges

A Reasoned Argument (trade-off) method of evaluation will be used to identify the advantages to select the preferred refinements and alternatives.

- Transportation and Engineering, Socio-Economic, Natural Environment and Cultural Environment

Engineering and Transportation Considerations



- Engineering and Transportation considerations include:

Highway	Structural	Other
<ul style="list-style-type: none">• Interchange configurations and Highway Geometrics• Grading considerations• Traffic Volume (demand)• Traffic Operations (Level of Service)• Traffic Operating Speed (design speeds)• Safety• Traffic Staging• Constructability	<ul style="list-style-type: none">• Bridges, Culverts & Structural Design• Retaining Walls & Noise Barrier Walls• Foundations & Geotechnical• Navigability• Constructability• Traffic Staging	<ul style="list-style-type: none">• Utilities• Drainage and Stormwater Management• Financial (cost)• Property Impacts• Active Transportation• Traffic Management Systems• Illumination / Traffic signals• Pavement Engineering

Environmental Considerations



- Environmental considerations include:

Natural Environment	Socio-Economic Environment	Cultural Environment
<ul style="list-style-type: none">• Fish and Fish Habitat• Terrestrial Ecosystems• Wildlife Crossings• Species at Risk• Environmentally Significant Features• Groundwater• Surface Water (Drainage & Hydrology)• Drinking Water• Fluvial Geomorphology• Greenways and Open Space Linkages• Climate Change	<ul style="list-style-type: none">• Aesthetics and Landscaping• Noise, Vibration and Air Quality• Contamination and Property Waste• Residential Property• Agricultural Lands• Land Use (Policy Areas, Designated Areas)• Approved Plans and Policies• Snowdrift• Human Health	<ul style="list-style-type: none">• Archaeological Resources• Built Heritage and Cultural Landscapes• Indigenous Communities and Treaty Rights

Environmental Protection and Mitigation



- EAs and the development of mitigation measures is an iterative and collaborative process.
- Protection and mitigation measures will be implemented where practical and in consideration of the evaluation criteria.
- The intent is to balance the technical and environmental constraints for the proposed design refinements and alternatives.



Bradford Bypass Refinement & Alternative Locations



Crossing Structures: Overpass or Underpass



- Proposed Overpasses*:

- 9th Line at Highway 400
- 10th Sideroad
- Artesian Industrial Parkway
- Metrolinx Rail Line
- Holland River
- Bathurst Street Interchange
- Holland River East Branch
- Yonge St
- 2nd Concession Road
- Leslie Street Interchange

- Proposed Underpasses*:

- Professor Day Drive
- County Road 4 Interchange

*Note: Decisions at these locations are preliminary and subject to change as the design progresses

Study Consultation Overview



- MTO is committed to an open and transparent EA Study process.
- The Project Team will continue to engage with and obtain feedback from municipalities, Indigenous communities, environmental agencies and other concerned stakeholders throughout the study.
- The Project Team has developed a comprehensive consultation program that provides stakeholders with access to study information in a timely manner and allows them to provide input and participate in a meaningful way.

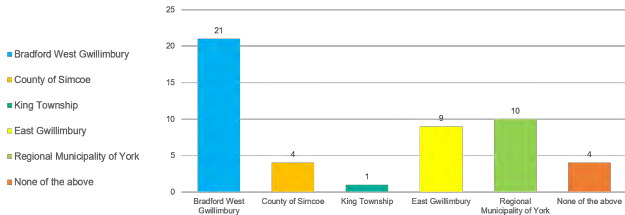
Overview of the PIC #1 Review Period



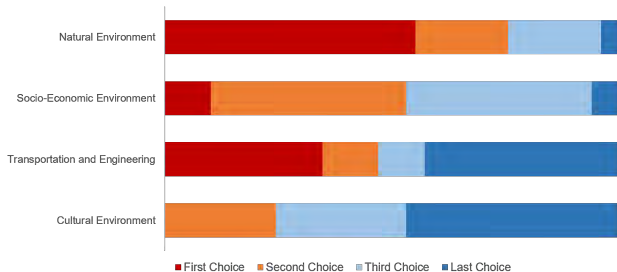
- April 22 to May 6, 2021
 - Indigenous Community Session
 - Public Session
 - PIC #1 Poll
 - Feedback
- Visitors: 1665
- Surveys Completed: 49
- Comments received: 65



Polling Results: Where are you from?



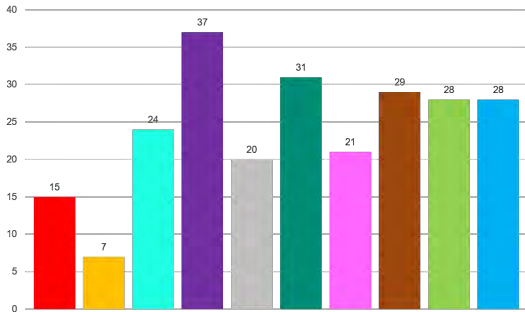
Polling Results: Important Evaluation Factors



Polling Results: Top 5 Evaluation Criteria



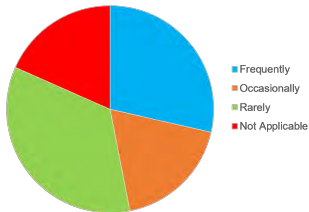
- Active Transportation, Recreation and Navigation
- Archaeological and Built Heritage Resources
- Climate Change and Air Quality
- Environmentally Sensitive Areas and Wetlands
- Highway Operations and Safety
- Human Health
- Noise and Vibration
- Land Use, Economics and Agriculture
- Plants and Wildlife (Species at Risk)
- Surface Water and Groundwater



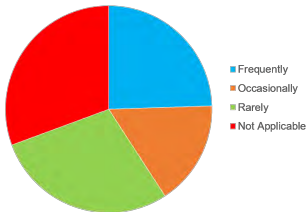
Polling Results: How will you use the Highway?



For Personal Use



For Work or Business





Questions & Answers

PIC #1 Feedback



- Key themes and Comment Topics
 - Surface Water and Groundwater
 - Terrestrial Ecosystems
 - Species at Risk
 - Sensitive Natural Areas
 - Noise and Vibration
 - Air Quality and Climate Change
 - Property Impacts
 - Agriculture and Land Use
 - Traffic

- Environmental Assessment Process and Commitments
- Environmental Technical Studies
- Environmental Legislation and Policies
- Project Timelines
- Navigation on Waterways
- Design Refinements and Alternatives
- General Design Considerations



Question:

What steps are being taken to protect Lake Simcoe and local watercourses?



Question:

How are impacts to groundwater and well water being identified and what steps are being taken to mitigate these potential impacts?



Question:

How is this study addressing the environmental commitments and conditions of approval from the 2002 Approved EA, and further address the change in conditions and environmental legislations, as well as account for the time gap between the approved EA and the current study?



Question:

How will this study comply with provincial and federal legislations such as the Greenbelt Plan?



Question:

How will the Project Team evaluate potential impacts to Species at Risk and what steps will be taken to mitigate impacts?



Question:

How will the Project Team evaluate potential impacts to vegetation and landscape features and what steps will be taken to mitigate impacts?



Question:

How will the Project Team evaluate potential impacts to the Holland Marsh and what steps will be taken to mitigate?



Question:

What steps are being taken to address air quality impacts and climate change?



Question:

Are improvements to municipal or regional roads being considered as part of this study?



Question:

What parameters were included in the traffic study to estimate the travel time savings figures?



Question:

How will the Bradford Bypass improve traffic conditions in the local area?



Question:

What steps are being taken to identify and mitigate noise impacts on local residences?



Question:

What steps are being taken to identify and mitigate impacts to agricultural lands?



Question:

How will adjacent land uses be considered as part of this study?



Question:

Will wildlife passages be considered in this study?



Question:

Will the project have any impacts on watercourse navigation and what steps are being taken to maintain navigation requirements during construction and operation of the new freeway?



Question:

Now that the refinement alternatives for the mainline and interchanges have been presented, what are the next steps in selecting the Preferred Alternative?



Question:

How is the Project Team identifying directly impacted properties and how are property owners being consulted?



Question:

How are lands for expropriation being identified and what process is the Ministry following to negotiate with impacted property owners?



Question:

How are Indigenous Communities being consulted as part of this study?



Question:

Are alternate locations for the Bradford Bypass corridor being considered during this study?

Key Questions & Answers: Consideration for Tolling the Bradford Bypass



Question:

Will the Bradford Bypass be a toll freeway?



Question:

Are alternate locations for interchanges being considered as part of this study?



Question:

**Are carpool lots being considered along the
Bradford Bypass corridor?**



Question:

What will the Bradford Bypass ultimately be named?



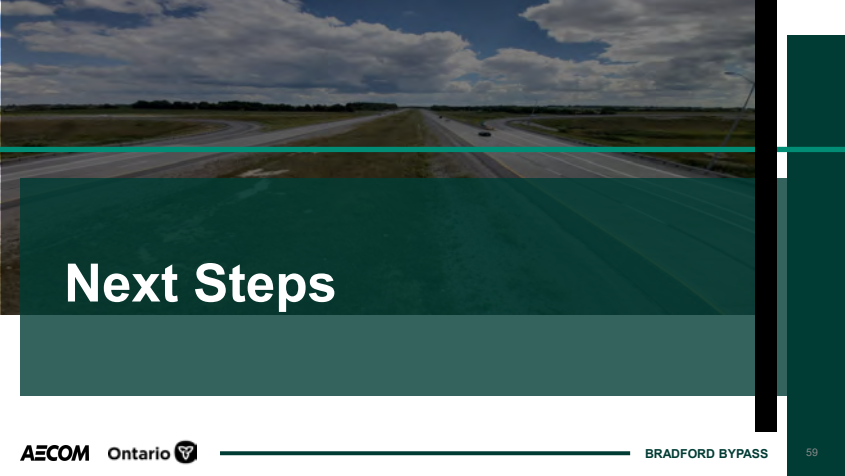
Question:

How are existing and future transit projects being considered as part of this study?



Question:

When will the Bradford Bypass be constructed?



Next Steps

Next Steps



- Following PIC #1 we will:
 - Respond to PIC #1 comments
 - Continue engineering design, fieldwork and environmental studies
 - Evaluate the preliminary design refinements and alternatives
 - Select the Preferred Preliminary Design Refinements/Alternatives
 - Hold PIC #2 (**Fall 2022**)
 - Develop the Preliminary Design
 - Complete the Environmental Impact Studies
 - Prepare a Transportation Environmental Study Report (**End 2022**)
 - Complete the Preliminary Design and EA (**Early 2023**)

Environmental Studies



- To address the environmental commitments of the 2002 Approved EA, conditions of approval, and to meet current environmental legislative and assessment requirements applicable to the project, the MTO will undertake 15 environment studies and prepare documentation of the study results.
- Refer to the Project Website or PIC #1 materials for the full list of environmental studies being conducted for this study.
- The results of these studies will also be documented in the environmental assessment documentation for a Group “A” MTO Class EA, which for this project is a Transportation Environmental Study Report (TESR).



Field Investigations

- Initiated in 2020
- Ongoing through 2021 and 2022
- Follow current standards, protocols and guidelines
- Engineering investigations
- Environmental investigations



Design Advancements



- Highway Engineering
 - Plan, Profiles, Interchanges
 - Pavement Engineering
- Structures
 - Bridges and Culverts
 - Other structural elements
 - Foundations Engineering
- Stormwater and Drainage
 - Modelling and studies
- Utilities
 - Consultation with utilities companies
 - Develop Utility Composites
- Traffic



Early Works



- Evaluation of opportunities for early works
 - Subject to completion of environmental studies, stakeholder consultation and design development
- Subject to environmental approvals
 - Permits, licences, approvals and authorizations
- Activities being considered for early works:
 - New bridge construction (excluding watercourse crossings)
 - Bridge replacement or expansion
 - Utility relocations

Thank You!



- Your input is an important part of this process.
- We appreciate the time you have taken to learn more about the Bradford Bypass.
- To stay involved and receive updates as the study progresses, visit our website or contact us if you have any questions or comments:

Project Website



www.bradfordbypass.ca

Project Email



projectteam@bradfordbypass.ca

Project Phone Number



1-877-247-6036



Thank You

The Webinar has ended. The recording will be available through the project website at: www.bradfordbypass.ca

Appendix E

PIC #1 Website Metrics

PIC #1 Website Metrics

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 from PIC #1 are included in the Project Information File.

Appendix F

PIC #1 Part 2 Webinar Report

PIC #1 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 from PIC #1 are included in the Project Information File.

**Preliminary Designs Interchange
Consultation Event -
Summary Report**

Ontario Ministry of Transportation

Highway 400 – Highway 404 Link (Bradford Bypass)

Preliminary Design: Interchange Considerations

(Assignment No. 2019-E-0048)

Virtual Consultation Event Summary Report

Prepared by:

AECOM Canada Ltd.
201 – 45 Goderich Road
Hamilton, ON L8E 4W8
Canada

T: 905 578 3040
F: 905 578 4129
www.aecom.com

Date: July 2022

Project #: 60636190

Distribution List

# Hard Copies	PDF Required	Association / Company Name
	✓	Ontario Ministry of Transportation
	✓	AECOM Canada Ltd.

Revision History

Rev #	Date	Revised By:	Revision Description
0	July 13, 2022	FA	Original Draft Version
1	July 28, 2022	FA	Final Version

Statement of Qualifications and Limitations

The attached Report (the "Report") has been prepared by AECOM Canada Ltd. ("AECOM") for the benefit of the Client ("Client") in accordance with the agreement between AECOM and Client, including the scope of work detailed therein (the "Agreement").

The information, data, recommendations and conclusions contained in the Report (collectively, the "Information"):

- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the "Limitations");
- represents AECOM's professional judgement in light of the Limitations and industry standards for the preparation of similar reports;
- may be based on information provided to AECOM which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
- in the case of subsurface, environmental or geotechnical conditions, may be based on limited testing and on the assumption that such conditions are uniform and not variable either geographically or over time.

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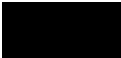
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Table of Contents

	page
1. Introduction	6
2. Purpose.....	6
3. Notification	6
4. Virtual Display Materials	7
5. Attendance and Stakeholder Feedback.....	8

Appendices

- Appendix A. Notification Materials
Appendix B. Virtual Presentation Slide Deck and Comment Form

1. Introduction

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and project-specific assessment of environmental impacts for the Highway 400 – Highway 404 Link (Bradford Bypass), undertaken in accordance with Ontario Regulation (O. Reg.) 697/21. MTO previously completed a route planning study and Environmental Assessment (EA) of the Recommended Plan, which was approved in 2002. The Bradford Bypass is a new 16.2 km controlled access freeway. The freeway will extend from Highway 400 between 8th Line and 9th Line in Bradford West Gwillimbury, cross a small portion of King Township and connect to Highway 404 between Queensville Sideroad and Holborn Road in East Gwillimbury. There are proposed full and partial interchanges, as well as grade-separated crossings at intersecting municipal roads and watercourses, including the Holland River and Holland River East Branch. This project will also include the Preliminary Design for the replacement of the 9th Line structure on Highway 400, and the recent consideration for interchanges at 10th Sideroad in the Town of Bradford West Gwillimbury and at 2nd Concession Road in the Town of East Gwillimbury. The project location is located within Simcoe County (Town of Bradford West Gwillimbury) and the Regional Municipality of York (Township of King and Town of East Gwillimbury).

This study was initiated under the approved planning process for a Group 'A' Project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities (2000)*. This Preliminary Design and project-specific assessment of environmental impacts is now continuing in accordance with O. Reg. 697/21 as issued by Ministry of Environment, Conservation and Parks (MECP) on October 7, 2021.

2. Purpose

The purpose of this consultation event was to present additional Preliminary Design refinements for new interchanges at 10th Sideroad and 2nd Concession Road; update the public on key objectives, project milestones and next steps for the project; and, to ultimately receive feedback and comments on the proposed interchanges and design alternatives. This feedback will be considered as part of the evaluation of the proposed interchange alternatives.

3. Notification

Prior to the consultation event, the following measures were undertaken to make the details of the event known to the property owners and other interested stakeholders within the Study Area:

- **Newspaper Notifications:** Publication of an Ontario Government Notice (OGN) Preliminary Design: Interchange Considerations was posted on the Project Website (<https://bradfordbypass.ca>) on April 14, 2022;
 - Publication of the OGN in the following newspapers:
 - Bradford West Gwillimbury Topic on Thursday April 14, 2022
 - East Gwillimbury Express on Thursday April 14, 2022

- A note advising of the virtual event was posted on the Project Website Homepage (<https://bradfordbypass.ca>) on April 14, 2022;
- **Notification to Project Contact List:** Notification letters were sent to individuals on the Project Contact List (via email/mail), including Indigenous Communities, local MPs and MPPs, external agencies and members of the public on April 14, 2022; and,
- **General Flyer / Admail Notification:** 10,246 copies of the OGN via Canada Post Unaddressed Neighbourhood Mail to residences and businesses within and adjacent to the Study Area.

Please refer to **Appendix A** for copies of the OGN, notification letters, and the Project Contact List at the time of the mailout.

4. Virtual Display Materials

The event was held virtually (online) as there were limitations on in-person gatherings and events at the time of the event. Therefore, the Preliminary Design Interchange Considerations were posted on Project Website where interested persons were able to review the material presenting the two interchanges location alternatives for the Bradford Bypass. This included updated information for the study, key objectives, and the Preliminary Design alternatives for the interchanges at 10th Sideroad and 2nd Concession Road. In lieu of a one-day in-person event, the materials were made available for a two-week public consultation review period between April 21, 2022 and May 5, 2022 through the Project Website (<https://www.bradfordbypass.ca/consultation/>).

The information display panels presented in for the event included the following:

- Project Introduction
- Key Objectives
- How to Participate
- Project History
- Interchange Considerations (what we heard; what we are doing)
- Technically Preferred Route and Interchanges under Consideration
- Study Process
- Evaluation Criteria and Process
- Environmental Protection and Mitigation Measures
- Interchange Alternatives: 10th Sideroad Base Case
- 10th Sideroad Preliminary Design Interchange Options
 - 10th Sideroad Interchange – Alternative 1
 - 10th Sideroad Interchange – Alternative 2
 - 10th Sideroad Interchange – Alternative 3
- Key Considerations
- Summary: Interchange Design Preference for 10th Sideroad
- Interchange Alternatives: 2nd Concession Road
- 2nd Concession Road Base Case
- 2nd Concession Road Preliminary Design Interchange Options
- 2nd Concession Road Interchange – Alternative 1
- 2nd Concession Road Interchange – Alternative 2
- 2nd Concession Road Interchange – Alternative 3
- Key Considerations
- Summary: Interchange Design Preference 2nd Concession Road

- Feedback and Comments
- Project Milestones and Next Steps

Stakeholders were encouraged to complete a Comment Form or email the Project Team to provide feedback on the interchange alternatives that will be proposed for incorporation to the Preliminary Design at 10th Sideroad and 2nd Concession Road. In addition to event specific comments, the following information continues to be requested by all consultation participants:

- 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.
- 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.

The Comment Form and presentation slides are available to view in **Appendix B**.

Comments were received via the Comment Form and by electronic mail through the Project Team email (ProjectTeam@BradfordBypass.ca).

5. Attendance and Stakeholder Feedback

Based on website metrics data, 99 individuals are considered to have visited and viewed the Interchange Design Considerations Consultation Event web page during the two-week event period. Out of those visitors, 17 comments were received during the official review period from April 21 – May 5, 2022. A record of all comments received is included in the event and overall Record of Consultation.

Table 5-1 summarizes the key questions, comments, issues, and concerns raised during the review period and the action or response from the Project Team. Formal responses were sent directly to the commenter via email or by mail depending on the preferred method of contact identified in the comment submitted.

Table 5-1: Interchange Design Considerations Comments and Responses

April 21 – May 5 Comment Theme	Summary of Comments Received	Notes and Response Plan
Natural Hazards and Environmental Features	<ul style="list-style-type: none"> • Lake Simcoe Region Conservation Authority (LSRCA) provided information about the location of floodplain and erosion hazards, environmental features (e.g. significant woodlands, ecologically significant groundwater recharge areas, etc.) and mapping at the proposed interchanges at 10th Sideroad and 2nd Concession Road. • Provided a list of suggested avoidance and mitigation measures. • Recommended further consultation through the detail design or environmental discipline studies which will be carried out through the design including: <ul style="list-style-type: none"> o Drainage and Hydrology; o Floodplain Studies; o Erosion and Sediment Control; o Fish and Fish Habitat Existing Conditions and Impact Assessment Report; o Fluvial Geomorphology; o Groundwater Impact Assessment; o Landscape Plan; o Environmental Impact Studies; o Engineered Drawings o Grading Plans 	<p>Thank you for providing comments on behalf of LSRCA. The Preliminary Design for the Bradford Bypass project is still underway 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 LSRCA 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 LSRCA.</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 (EIAR), to be prepared in accordance with Ontario Regulation 697/21.</p> <p>The Project Team will continue to consult with the LSRCA and environmental agencies throughout the Preliminary Design. In accordance with Ontario Regulation 697/21, LSRCA will receive copies of the draft Groundwater Protection and Well Monitoring Plan, draft Stormwater Management Plan, draft ECR and draft EIAR for review. Following Preliminary Design, the Ministry will continue to consult with LSRCA for detail design and construction.</p>
Support of 10th Sideroad Interchange	Expressed support for the 10 th Sideroad interchange and noted it is essential to balance the local traffic in the Town of Bradford.	The Project Team acknowledges and appreciates your support for the proposed interchange at 10 th Sideroad. We have added you the Project Contact List and you will be notified through email of future milestone events including the filing of the Environmental Conditions Report

April 21 – May 5 Comment Theme	Summary of Comments Received	Notes and Response Plan
		(ECR), Public Information Centre (PIC) #2, filing of 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.
Needs justification at 2nd Concession Road	Requested details and asked for clarification on justification and need for an interchange at 2 nd Concession Road.	<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 municipalities 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>
2nd Concession Road Interchange	Opposed the proposed interchange at the 2 nd Concession Road and deemed it excessive on a rural residential road. Noted that anyone from this area wanting to access the Bradford 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.	<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.</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>

April 21 – May 5 Comment Theme	Summary of Comments Received	Notes and Response Plan
		<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 #2, which will highlight the overall preferred Preliminary Design.</p>
Support for 2nd Concession Road Interchange	Phoned to express support for interchange at 2 nd Concession Road and noted this proposed interchange is long overdue.	Project Team received the phone call and appreciated support for the project.
Cultural Heritage and Archaeological Impacts	Archaeology and cultural heritage comments from the Ministry of Heritage, Sports, Tourism and Culture Industries (MHSTCI) regarding decision making for the design and selection of alternatives when comparing the impacts of different interchange configurations and locations.	<p>The Project Team is updating the Stage 1 Archaeological Assessment report to address Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)'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 investigations, with involvement from Indigenous Nations. The archaeological assessment documentation will be provided to Indigenous Nations for review and consideration, then submitted to the MHSTCI for review and acceptance.</p> <p>The Project Team consulted with MHSTCI 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 MHSTCI. 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 MHSTCI 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 MHSTCI.</p> <p>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, updated Stage</p>

April 21 – May 5 Comment Theme	Summary of Comments Received	Notes and Response Plan
		1, and new Stage 2, 3 and 4 archaeology reports will be prepared, where required, and submitted to the MHSTCI. 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.
Against the Interchanges and Project	Opposed the project and noted that five interchanges in addition to the ones at Highway 400 and Highway 404 seem excessive and land intensive.	<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>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>
Feedback on the new Interchanges	<ul style="list-style-type: none"> • Provided feedback on the 10th Sideroad Interchange and design configurations in order to minimize property impacts • Provided design configuration feedback on the 2nd Concession Road given current and future traffic volumes 	<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</p>

April 21 – May 5 Comment Theme	Summary of Comments Received	Notes and Response Plan
		received, for evaluation of the interchange alternatives for 10 th Sideroad and 2 nd Concession Road, and future design refinements.
Support for Bathurst Street Interchange	Expressed support for the interchange at Bathurst.	The Project Team acknowledges and appreciates your expressed support for the Bathurst Street interchange. We have added you to the Project Contact List and you will be notified through email of future milestone events including the filing of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, filing of 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.
Property Impacts	<ul style="list-style-type: none"> Expressed concern for property impacts and noted the location of the future York Region Water Reclamation Centre site. Requested further clarity on residual land use capability and the location of driveway entrances, specifically for 21024 and 21045 2nd Concession Road. 	<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.</p> <p>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 these 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>
General PIS Event Question Opposition to the Project & feedback on design decisions & alternative solutions	<ul style="list-style-type: none"> Questioned why the Interchange Considerations were only available for consideration for a 2-week period (e.g., why not a 30-day review period) given the public has little knowledge about the design and implementation of various interchange configurations. The real question to be consulting on is: Should we add interchanges at 10th Sideroad and 2nd Concession? And if so, are there other interchanges, such as Leslie St, where a proposed interchange can or should be removed? Provided historical and policy context around MTO's mandate for addressing the need and justification for building Bedford Bypass in the absence of inter-regional 	<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.</p> <p>Interchange Design and Location Evaluations Thank you for your 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,</p>

April 21 – May 5 Comment Theme	Summary of Comments Received	Notes and Response Plan
	<p>arterial roads. Noted that the Bypass will have significant negative impacts to the natural environment while costing more per km than most highways due to the added costs of building this highway on structurally unsound substrate. Concluded that this highway will also not satisfy MTO's original planned objective of separating local from long distance travel.</p> <ul style="list-style-type: none"> Strongly recommended 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. Recommended that 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>interchanges were considered at each major road crossing. In consultation with local municipalities and regional government representatives during the current Preliminary Design study, it has been requested that MTO reconsiders 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 and continue to engage with local municipalities and regional government representatives throughout the study.</p> <p>Preliminary Design Study and Process</p> <p>The Bradford Bypass was 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, <i>Places to Grow Act</i>), as well as having fewer negative impacts to residential and natural areas when compared to other route options.</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. 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>
10 th Sideroad Interchange	Expressed preference for Alternative #2 as it limits the number of properties required compared to Alternative #1 and provided design configuration feedback for a pedestrian sidewalk under the Bypass to access Henderson Park which will be a large community park.	Thank you for advising us of your preference for Alternative #2. The Project Team will continue to consult with you and other property owners along the right-of-way throughout design and construction with respect to potential property impacts and appropriate mitigation opportunities. If you wish to meet with the Project Team to discuss your property-specific concerns as it relates to the design, please let us know and we can arrange a time to meet with you.

Appendix **A**

- Ontario Government Notice
- Notification Letters
- Contact List

**Notice of Consultation: Preliminary
Design Interchange Considerations**

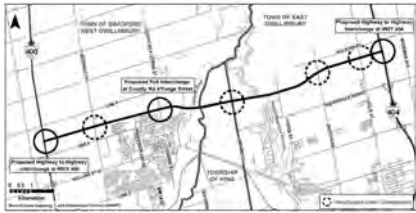
PRELIMINARY DESIGN: INTERCHANGE CONSIDERATIONS

HIGHWAY 400 - HIGHWAY 404 LINK (BRADFORD BYPASS) ASSIGNMENT NO.2019-E-0048

PRELIMINARY DESIGN & ASSESSMENT OF ENVIRONMENTAL IMPACTS

THE STUDY

The Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and project-specific assessment of environmental impacts in accordance with Ontario Regulation 697/21, for the Bradford Bypass. Previously, MTO completed a route planning study for the Highway 400 – Highway 404 Link (Bradford Bypass), and a subsequent Environmental Assessment (EA) and Recommended Plan were approved in 2002. The Technically Preferred Route for the Bradford Bypass consists of a 16.2 km controlled access freeway to connect Highway 400 and Highway 404 with proposed full and partial interchanges, and grade separated crossings. The freeway will extend from Highway 400 between 8th Line and 9th Line in Bradford West Gwillimbury (County of Simcoe), will cross a small portion of King Township and will connect to Highway 404 between Queensville Sideroad and Holborn Road in East Gwillimbury (Regional Municipality of York). There are proposed full and partial interchanges, as well as grade separated crossings at intersecting municipal roads and watercourses, including the Holland River and Holland River East Branch. This project will also include the Preliminary Design for the replacement of the 9th Line structure on Highway 400 as a result of the proposed future ramps north of the Bradford Bypass corridor. In response to municipal requests, MTO is evaluating the feasibility of interchanges at 10th Sideroad and 2nd Concession Road as part of the Preliminary Design. The key map shows the proposed highway and interchange locations.



THE PROCESS

This study is following the streamlined assessment process as set out in Ontario Regulation 697/21 and carries forward environmental commitments outlined in the 2002 Approved EA, as set out in the regulation. Alternatives within the project Study Area have been generated and will be evaluated based on technical and environmental factors, and in consultation with Indigenous communities, public stakeholders, municipalities, and government agencies. As part of the project-specific assessment of environmental impacts under the regulation, MTO will prepare and file a draft Environmental Conditions Report (ECR) and a draft Environmental Impact Assessment Report (EIAR). Both draft documents will be made available for public review, and final reports will be posted to the Project Website in accordance with the regulation. Preliminary Designs for interchanges are

ONTARIO GOVERNMENT NOTICE

PRELIMINARY DESIGN: INTERCHANGE CONSIDERATIONS

HIGHWAY 400 - HIGHWAY 404 LINK (BRADFORD BYPASS) ASSIGNMENT NO.2019-E-0048

PRELIMINARY DESIGN & ASSESSMENT OF ENVIRONMENTAL IMPACTS

being considered as an update to the Preliminary Design alternatives presented at Public Information Centre #1 in 2021. Additional information is being provided to interested parties with an opportunity to review and provide feedback on the interchanges at 10th Sideroad and 2nd Concession Road.

Preliminary Design: Interchange Considerations

The Preliminary Design Interchange Considerations are being posted virtually through the Project Website where you will be able to learn more about the additional interchanges for the Bradford Bypass. This includes updated information for the study, key objectives, and the Preliminary Design alternatives for the interchanges at 10th Sideroad and 2nd Concession Road, and interchange location considerations. The Project Team is encouraging your review and submission of feedback on these interchange design alternatives.

The materials will be made available on the Project Website for a two (2) week stakeholder consultation review between **April 21, 2022** and **May 5, 2022**. The materials will remain on the Project Website.

CONTACT US

To provide feedback on the interchange alternatives, obtain additional information or to be placed on the mailing list, please contact the Project Team via one of the methods below:

A Comment Form can be found online on the Project Website at

<https://www.bradfordbypass.ca/consultation/>

Email: ProjectTeam@BradfordBypass.ca

Telephone: 1-877-247-6036

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There is an opportunity at any time during the study for interested persons to provide input to the Project Team regarding the study. Comments are being collected to assist MTO in meeting the requirements of the Ontario Regulation 697/21. This material will be maintained on file for use during the Study and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. If there are any accessibility requirements in order to participate in this study, please contact one of the Project Team members listed above.

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Project Delivery Section
Design and Engineering Branch

Transportation Infrastructure
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Final Indigenous Communities Letter

April 14, 2022

«Name»

«Organization»

«Address»

Dear «Greeting»:

RE: Interchange Considerations

**Highway 400 – Highway 404 Link (Bradford Bypass)
Preliminary Design and Assessment of Environmental Impacts
Ontario Ministry of Transportation**

This letter is to inform you that additional interchanges at 10th Sideroad and 2nd Concession Road are being considered as part of the Preliminary Design and project-specific assessment of environmental impacts for the Bradford Bypass. Additional information on the interchange alternatives is being posted for review and feedback between April 21, 2022 and May 5, 2022.

The Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and project-specific assessment of environmental impacts in accordance with Ontario Regulation 697/21, for the Bradford Bypass. Previously, MTO completed a route planning study for the Highway 400 – Highway 404 Link (Bradford Bypass) and a subsequent Environmental Assessment (EA) and Recommended Plan were approved in 2002. The Technically Preferred Route for the Bradford Bypass consists of a 16.2 km controlled access freeway to connect Highway 400 and Highway 404 with proposed full and partial interchanges, and grade separated crossings at intersecting municipal roads and watercourses, including the Holland River and Holland River East Branch.

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This study is following the streamlined assessment process as set out in Ontario Regulation 697/21 and carries forward environmental commitments outlined in the 2002 Approved EA, as set out in the regulation. Alternatives within the project study area have been generated and will

be evaluated based on technical and environmental factors, and in consultation with Indigenous communities, public stakeholders, municipalities, and government agencies.

As part of the project-specific assessment of environmental impacts under the regulation, MTO will prepare and file a draft Environmental Conditions Report (ECR) and a draft Environmental Impact Assessment Report (EIAR). Both draft documents will be made available for public review, and final reports will be posted to the Project Website in accordance with the regulation.

Preliminary Design interchanges are being considered as an update to the Preliminary Design alternatives presented at Public Information Centre #1 in 2021. Additional information is being provided to interested parties with the opportunity to review and provide feedback on the interchanges at 10th Sideroad and 2nd Concession Road.

This includes updated information for the study, key objectives, and the Preliminary Design alternatives for the interchanges at 10th Sideroad and 2nd Concession Road, and interchange location considerations. The Project Team is encouraging your review and submissions of feedback on these interchange design alternatives.

The materials will be made available on the Project Website (<https://www.bradfordbypass.ca/consultation/>) for a two week consultation review period between **April 21, 2022** and **May 5, 2022**. The materials will remain on the Project Website.

MTO recognizes that Indigenous partners are prioritizing COVID-19 responses to protect the health and well-being of their communities, and as a result, this may impact their ability to respond to MTO projects. MTO remains committed to fulfilling its duty to consult requirements and will endeavour to accommodate requests to delay, postpone or suspend consultation discussions at this time.

Comments are being collected to assist MTO in meeting the requirements of the Ontario Regulation 697/21. This material will be maintained on file for use during the study and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c. F.31*. With the exception of personal information, all comments will become part of the public record. If there are any accessibility requirements in order to participate in this project, please contact the project manager as noted below.

For direct communication with MTO, please contact me by phone at (437) 688-7499 or by email at Harinder.Singh2@ontario.ca. Please feel free to contact us to request a meeting to discuss any of the materials or project details. We thank you for your participation and interest in the Preliminary Design and project-specific assessment of environmental impacts for the Bradford Bypass, and look forward to your involvement.

Sincerely,

Harinder Singh
MTO Project Manager

Cc.

L. Sarris - MTO Project Manager
R. Gribbon - MTO Environmental Planner
T. Sorochinsky - AECOM Project Manager

R. Sheikh - AECOM Deputy Project Manager
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Encl. Ontario Government Notice

Ministry of Transportation

Project Delivery Section
Design and Engineering Branch

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Ministère des Transports

Section de la mise en œuvre des projets
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Tél. : 416 235-5581
Télec. : 416 325-3576



April 14, 2022

Final MP Letter

Scot Davidson
MP York-Simcoe
45 Grist Mill Road Unit #10
Holland Landing, ON
L9N 1M7

Dear MP Scot Davidson:

**RE: Interchange Considerations
Highway 400 – Highway 404 Link (Bradford Bypass)
Preliminary Design and Assessment of Environmental Impacts
Ontario Ministry of Transportation**

This letter is to inform you that additional interchanges at 10th Sideroad and 2nd Concession Road are being considered as part of the Preliminary Design and project-specific assessment of environmental impacts for the Bradford Bypass. Additional information on the interchange alternatives is being posted for review and feedback between April 21, 2022 and May 5, 2022.

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be evaluated based on technical and environmental factors, and in consultation with Indigenous communities, public stakeholders, municipalities, and government agencies.

As part of the project-specific assessment of environmental impacts under the regulation, MTO will prepare and file a draft Environmental Conditions Report (ECR) and a draft Environmental Impact Assessment Report (EIAR). Both draft documents will be made available for public review, and final reports will be posted to the Project Website in accordance with the regulation.

Preliminary Design interchanges are being considered as an update to the Preliminary Design alternatives presented at Public Information Centre #1 in 2021. Additional information is being provided to interested parties with the opportunity to review and provide feedback on the interchanges at 10th Sideroad and 2nd Concession Road.

This includes updated information for the study, key objectives, and the Preliminary Design alternatives for the interchanges at 10th Sideroad and 2nd Concession Road, and interchange location considerations. The Project Team is encouraging your review and submission of feedback on these interchange design alternatives.

The materials will be made available on the Project Website (<https://www.bradfordbypass.ca/consultation/>) for a two week stakeholder consultation review period between **April 21, 2022** and **May 5, 2022**. The materials will remain on the Project Website. The enclosed "Ontario Government Notice" will appear in the following local newspapers:

- **Bradford West Gwillimbury Topic on Thursday April 14, 2022**
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Comments are being collected to assist MTO in meeting the requirements of Ontario Regulation 697/21. This material will be maintained on file for use during the study and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c. F.31*. With the exception of personal information, all comments will become part of the public record. If there are any accessibility requirements in order to participate in this project, please contact the project manager as noted below.

For direct communication with MTO, please contact me by phone at (437) 688 7499 or by email at Harinder.Singh2@ontario.ca. We thank you for your participation and interest in the Preliminary Design and project-specific assessment of environmental impacts for the Bradford Bypass, and look forward to your involvement.

Sincerely,

Harinder Singh
MTO Project Manager

Cc. L. Sarris - MTO Project Manager
R. Gribbon - MTO Environmental Planner
T. Sorochinsky – AECOM Project Manager
R. Sheikh - AECOM Deputy Project Manager
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April 14, 2022

Final MPP Letter

Hon. Caroline Mulroney
MPP York-Simcoe
45 Grist Mill Road Unit #8
Holland Landing, ON
L9N 1M7

Dear MPP Caroline Mulroney:

**RE: Interchange Considerations
Highway 400 – Highway 404 Link (Bradford Bypass)
Preliminary Design and Assessment of Environmental Impacts
Ontario Ministry of Transportation**

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MTO Project Manager

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L. Sarris - MTO Project Manager
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R. Sheikh - AECOM Deputy Project Manager
S. Rankin - AECOM Senior Environmental Planner

Encl. Ontario Government Notice

April 14, 2022

Final External Letter

«Name»
«Organization»
«Address»

Dear «Greeting»:

**RE: Interchange Considerations
Highway 400 – Highway 404 Link (Bradford Bypass)
Preliminary Design and Assessment of Environmental Impacts Ontario
Ministry of Transportation**

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Where: <https://www.bradfordbypass.ca/consultation/>

To provide feedback on the interchange alternatives, obtain additional information or to be placed on the mailing list, please contact the Project Team via one of the methods below:

A Comment Form can be found online on the Project Website at <https://www.bradfordbypass.ca/consultation/>

Email: ProjectTeam@BradfordBypass.ca

Telephone: 1-877-247-6036

Comments are being collected to assist MTO in meeting the requirements of the Ontario Regulation 697/21. This material will be maintained on file for use during the study and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c. F.31*. With the exception of personal information, all comments will become part of the public record. If there are any accessibility requirements in order to participate in this project, please contact the Project Team as listed above.

We thank you for your participation and interest in the Preliminary Design and project-specific assessment of environmental impacts for the Bradford Bypass, and look forward to your involvement.

Sincerely,

AECOM

Tim Sorochinsky, P.Eng.

AECOM Project Manager

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H. Singh - MTO Project Manager
R. Gribbon - MTO Environmental Planner

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Preliminary Design Interchange Event 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 from the Preliminary Design Interchange Event are included in the Project Information File.

Appendix **B**

- Presentation Slide Deck
- Comment Form

Highway 400 to Highway 404 Link (Bradford Bypass)

PRELIMINARY DESIGN INTERCHANGE CONSIDERATIONS

10TH SIDEROAD AND 2ND CONCESSION ROAD

VIRTUAL CONSULTATION

Introduction

- ▶ The purpose of this materials is to present the following Preliminary Design update information for public review and comment:
 - ▶ Interchange considerations at 10th Sideroad
 - ▶ Interchange considerations at 2nd Concession Road
- ▶ This material will also provide updates to the following:
 - ▶ Key Objectives
 - ▶ Project Milestones and Next Steps

Key Objectives

- ▶ The main objectives of the Preliminary Design study are to review the recommended plans of the 2002 approved Environmental Assessment (EA) and develop refinements and alternatives including:
 - ▶ Develop Preliminary Design refinements for Bradford Bypass mainline alignment, grade separated crossings and interchanges.
 - ▶ Develop refinements and alternatives for freeway-to-freeway interchanges that include design concepts to mitigate weaving distance concerns with adjacent interchanges.
 - ▶ Evaluate the refinements and alternatives to recommend preferred refinements/alternatives for the above elements.
 - ▶ Develop a preliminary construction staging sequencing strategy for the corridor.
 - ▶ Develop preliminary designs for all highway engineering components.
 - ▶ Conduct project-specific assessments of environmental impacts and continue consultation for the project.

How to Participate

- **Material Review Period: April 21, 2022 to May 5, 2022**
- **How to Participate:** Please review the information presented and provide feedback to the Project Team by **May 5, 2022**.
 - We encourage you to fill out the **Comment Form** available on the Project Website at: <https://www.bradfordbypass.ca/consultation/>.
 - Comments and information regarding this study are being collected to assist the Ministry of Transportation in meeting the requirements of the Ontario Regulation 697/21. With the exception of personal information, all comments and feedback received will become part of the public record in publicly available documents, however not all comments will receive a formal response.
 - The Project Team will review feedback received and incorporate this information into the interchange evaluation.
- **Accessibility:** If you require assistance regarding the accessibility of these materials, please let us know by contacting Project Team by phone or email. We would be happy to assist you.

► Your participation and feedback are important to us!



projectteam@bradfordbypass.ca



www.bradfordbypass.ca



1-877-247-6036

Project History

- The Bradford Bypass is a 16.2 km controlled access freeway connecting Highway 400 and Highway 404 in the County of Simcoe and Regional Municipality of York.
- MTO previously completed a Route Planning Study and Environmental Assessment for the Bradford Bypass. The Environmental Assessment and Recommended Plan for the Technically Preferred Route was approved in 2002.
- Preparatory work for the Bradford Bypass was completed in 2019-2020.
- The Preliminary Design and project-specific assessment of environmental impacts for the Technically Preferred Route was initiated in 2020 and is currently underway.
- Ontario Regulation 697/21 came into effect October 7, 2021.
- The Early Works, as set out in the regulation, focuses on a grade separated bridge crossing for the future Bradford Bypass at County Road 4 (Yonge Street). The Statement of Completion was filed on March 21, 2022.
 - The Final Early Works Report is available on the Project Website at: <https://www.bradfordbypass.ca/early-works/>.

Interchange Considerations

► What we heard:

- Requests were made by staff and council from municipalities in 2021, for the MTO to include additional interchanges at 10th Sideroad and 2nd Concession Road as part of the Bradford Bypass Preliminary Design.

► What we are doing:

- Preliminary Design is considering additional interchanges at 10th Sideroad and 2nd Concession Road.
- Considerations for interchange locations and construction timing will be based on funding, interim and ultimate conditions of the highway, geometrics, traffic modelling, structural, and environmental considerations.
 - The study will consider all interchange locations; however, as the key considerations are evaluated, recommendations for interchanges that can be protected for the future, or interim configurations may be considered.

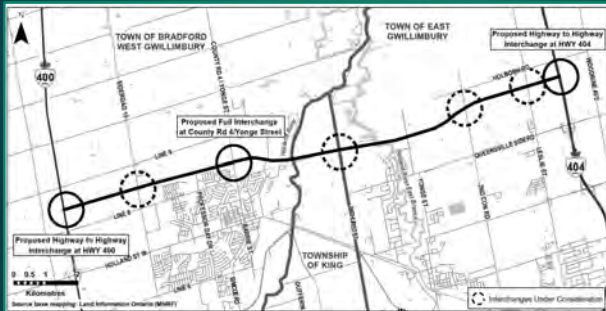
MTO is evaluating the feasibility of interchanges at 10th Sideroad and 2nd Concession Road as part of Preliminary Design. **This is the focus of the materials presented.**

Comments and information presented are specific to the 10th Sideroad and 2nd Concession Road interchange design alternatives.

Other Preliminary Design alternatives were presented at Public Information Centre (PIC) #1 (2021)

<https://www.bradfordbypass.ca/pic1/>

Technically Preferred Route and Interchanges under Consideration



The Project is located within the following municipalities:

- Simcoe County
 - Town of Bradford West Gwillimbury
- Regional Municipality of York
 - Township of King
 - Town of East Gwillimbury

Interchanges are being considered at:

- 10th Sideroad
- Bathurst Street
- 2nd Concession Road
- Leslie Street

Study Process

- This study is following the streamlined assessment process as set out in Ontario Regulation 697/21 (October 7, 2021).
- The Project Team is carrying forward previous environmental commitments made during the 2002 Route Planning and Environmental Assessment study as set out in the regulation, and the Simcoe County Road 4 Widening Environmental Assessment study as applicable.
- Alternatives within the Study Area will be generated and evaluated based on technical and environmental factors, and in consultation with Indigenous communities, public stakeholders, municipalities, and government agencies.
 - PIC #1 (2021) presented the design alternatives and evaluation criteria to the public for review and comment.
 - These materials present the interchange alternatives at 10th Sideroad and 2nd Concession Road and interchange location alternatives.
 - PIC #2 (2022) will present the preferred Preliminary Design based on the outcome of the evaluations.
- As part of the project-specific assessment of environmental impacts under the regulation, MTO will prepare and file a draft Environmental Conditions Report (ECR) and a draft Environmental Impact Assessment Report (EIAR).
 - The ECR is a new document and consultation item compared to the Class Environmental Assessment process. Both documents will be made available for public review, and final reports will be posted to the Project Website in accordance with the regulation.

Study Process

- ▶ The MTO is undertaking 15 environment impact studies to:
 - ▶ Adhere to Ontario Regulation 697/21
 - ▶ Carry forward the environmental commitments of the 2002 Approved EA and conditions of approval
 - ▶ Meet current environmental legislative requirements applicable to the project
- ▶ The results of these studies will also be documented in:
 - ▶ Environmental Conditions Report
 - ▶ Environmental Impact Assessment Report
- ▶ Stand alone environmental technical reports will be made available for review upon request by Indigenous communities once they are completed later in the study.
 - ▶ Reports will summarize existing conditions, fieldwork conducted, assess potential impacts and proposed mitigation measures.

Environmental Studies:

- ▶ Agricultural Impact Assessment
- ▶ Air Quality Impact Assessment
- ▶ Cultural Heritage Assessment
- ▶ Erosion and Sediment Control Risk Assessment
- ▶ Groundwater Impact Assessment
- ▶ Noise and Vibration Impact Assessment
- ▶ Preliminary Landscape Composition Plan
- ▶ Snowdrift Assessment
- ▶ Archaeological Assessment
- ▶ Drainage and Hydrology
- ▶ Fish and Fish Habitat Existing Conditions and Impact Assessment
- ▶ Fluvial Geomorphology
- ▶ Land Use and Property Impact Assessment
- ▶ Terrestrial Ecosystems Existing Conditions and Impact Assessment
- ▶ Waste and Excess Materials Management Plan

Evaluation Criteria and Process

- ▶ Alternatives for interchanges at 10th Sideroad and 2nd Concession Road have been developed and consider:
 - ▶ Do Nothing
 - ▶ Interchange and Design Alternatives
- ▶ A Reasoned Argument (trade-off) method of evaluation will be used to identify the advantages to select the preferred refinements and alternatives.
- ▶ The criteria presented on the next pages will be used to evaluate the refinements and alternatives.
 - ▶ Transportation Engineering
 - ▶ Natural Environment
 - ▶ Socio-Economic
 - ▶ Cultural Heritage

Evaluation Criteria and Process

Transportation & Engineering

- ▶ Traffic Operations and Safety
- ▶ Highway Geometrics
- ▶ Structural Engineering
- ▶ Foundation and Geotechnical
- ▶ Active Transportation
- ▶ Utilities and Stormwater Management
- ▶ Constructability and Staging
- ▶ Navigability
- ▶ Cost
- ▶ Property Impacts

Natural Environment

- ▶ Fish and Fish Habitat
- ▶ Terrestrial Ecosystems
- ▶ Wildlife Crossings
- ▶ Species at Risk
- ▶ Environmentally Significant Features
- ▶ Groundwater
- ▶ Surface Water (Drainage & Hydrology)
- ▶ Drinking Water
- ▶ Fluvial Geomorphology
- ▶ Greenways and Open Space Linkages
- ▶ Climate Change

Evaluation Criteria and Process

Socio-Economic Environment


- ▶ Aesthetics and Landscaping
- ▶ Noise, Vibration and Air Quality
- ▶ Contamination and Property Waste
- ▶ Residential Property
- ▶ Agricultural Lands
- ▶ Land Use (Policy Areas, Designated Areas)
- ▶ Approved Plans and Policies
- ▶ Snowdrift
- ▶ Human Health

Cultural Environment

- ▶ Indigenous Communities and Input
- ▶ Archaeological Resources
- ▶ Built Heritage and Cultural Landscapes

Environmental Protection and Mitigation Measures

- ▶ Assessment of environmental impact studies will support the iterative and collaborative process to develop mitigation measures.
- ▶ Protection and mitigation measures will be implemented where practical and in consideration of the evaluation criteria.
- ▶ The intent is to balance the technical and environmental constraints for the proposed design refinements and alternatives.
- ▶ Material in PIC #1 represented the proposed protection and mitigation measures to be reviewed and evaluated through the consultation and engagement with regulatory agencies during the study for each environmental consideration.
 - ▶ <https://www.bradfordbypass.ca/2021/04/18/7-environmental-protection-mitigation-measures/>
- ▶ These measures are generally developed from, and reflect existing conditions and current environmental impact studies, MTO standards and best management practices, recommendations from the 2002 Approved EA mitigations measures and commitments, and measures to meet the current environmental legislative requirements.



Interchange Alternatives

10TH SIDEROAD

10th Sideroad Base Case

(2002 Approved Environmental Assessment Table 4-1): Interchange Location and Rationale)

- ▶ Interchange not warranted
- ▶ Low volume rural collector road



10th Sideroad Preliminary Design Interchange Options

- ▶ Three design options have been generated and presented on the next three pages:
 - ▶ Parclo A4
 - ▶ Parclo AB
 - ▶ Partial Parclo A / Diamond
- ▶ Two interchange alternatives provide full access to and from 10th Sideroad in all directions (eastbound and westbound directions).
- ▶ One interchange alternative provides partial access to and from 10th Sideroad. The alternative would include access from 10th Sideroad to Bradford Bypass (eastbound direction) and access to 10th Sideroad from Bradford Bypass (westbound direction).

10th Sideroad Interchange – Alternative 1

ALTERNATIVE 1 - Parclo A4 (Full Interchange)

- Access from 10th Sideroad to Bradford Bypass in both directions, and access to 10th Sideroad from Bradford Bypass in both directions.
- Consists of two direct on-ramps, two loop ramps and two direct off-ramps.
- Traffic signals/stop control at ramp terminals.
- Bradford Bypass over 10th Sideroad.
- The interchange requires a larger property footprint but is still within the Bradford Bypass Study Area.
- Property impacts in all quadrants of the interchange.



10th Sideroad Interchange – Alternative 2

► ALTERNATIVE 2 – Parclo AB (Full Interchange)

- Access from 10th Sideroad to Bradford Bypass in both directions, and access to 10th Sideroad from Bradford Bypass in both directions.
- Consists of two loop ramps, one direct on-ramp and one direct off-ramp.
- Traffic signals/stop control at ramp terminals.
- Bradford Bypass over 10th Sideroad.
- The interchange requires additional property but is still within the Bradford Bypass Study Area.
- Property impacts in the northeast and southeast quadrants.
- No change to property impacts on the west side of 10th Sideroad.



10th Sideroad Interchange – Alternative 3

▶ALTERNATIVE 3 – Partial Parclo A / Diamond (Partial Interchange)

- Access from 10th Sideroad to Bradford Bypass is only available in the eastbound direction. Access from the Bradford Bypass to 10th Sideroad is only in the westbound direction.
- Consists of one loop ramp, one direct on-ramp and one direct off-ramp.
- Traffic signals/stop control at ramp terminal.
- Bradford Bypass over 10th Sideroad.
- The interchange requires additional property but is still within the Bradford Bypass Study Area.
- Property impacts in the northeast, southwest, and southeast quadrants.



Key Considerations

Environmental

- ▶ Indigenous Communities and Treaty Rights.
- ▶ Archaeological Resources.
- ▶ Built Heritage and Cultural Landscapes.
- ▶ Fish and Fish Habitat (warmwater species habitat).
- ▶ Groundwater (Highly Vulnerable Aquifer, Ministry of Environment, Conservation and Parks (MECP) water wells).
- ▶ Land Use (Greenbelt, Agricultural, Settlement, Special Policy Area).
- ▶ Terrestrial Ecosystems (Species at Risk, unevaluated wetlands, woodlots).
- ▶ Property Impacts.
- ▶ Noise, Vibration and Air Quality.

Transportation & Engineering

- ▶ Engineering
 - ▶ Interchange configurations.
 - ▶ Traffic operations based on demand and level of service.
 - ▶ Complexities in traffic staging, constructability and utility relocation.
 - ▶ Structural / grading considerations.
 - ▶ Additional lands required but still within the Bradford Bypass Study Area.
 - ▶ Highway / Ramp Geometrics and Safety.
 - ▶ Access (i.e. full / partial).

Summary: Interchange Design Preference

10th Sideroad



Alternative 1 – Parclo A4

- Access from 10th Sideroad to Bradford Bypass in both directions
- Access to 10th Sideroad from Bradford Bypass in both directions
- Two direct on-ramps, two loop ramps and two direct off-ramps
- Traffic signals/stop at ramp terminals




Alternative 2 – Parclo AB

- Access from 10th Sideroad to Bradford Bypass in both directions
- Access to 10th Sideroad from Bradford Bypass in both directions
- Two loop ramps, one direct on-ramp and one direct off-ramp
- Traffic signals/stop control at ramp terminals



Alternative 3 – Partial Parclo A / Diamond

- Access from 10th Sideroad to Bradford Bypass in the eastbound direction
- Access to 10th Sideroad from Bradford Bypass in the westbound direction
- One loop ramp, one direct on-ramp and one direct off-ramp
- Traffic signals/stop control at ramp terminals



Interchange Alternatives

2ND CONCESSION ROAD

2nd Concession Road Base Case

(2002 Approved Environmental Assessment
Table 4-1: Interchange Location and Rationale)

- ▶ Interchange not warranted
- ▶ Low volume rural collector Road



2nd Concession Road Preliminary Design Interchange Options

- ▶ Three design options have been generated and presented on the next three pages:
 - ▶ Parclo A4
 - ▶ Parclo A2
 - ▶ Diamond Interchange
- ▶ Each interchange alternative provides full access to and from 2nd Concession Road in all directions (eastbound and westbound directions).



2nd Concession Interchange Road – Alternative 2

▶ ALTERNATIVE 2 – Parclo A2 (Full Interchange)

- Access from 2nd Concession Road to Bradford Bypass in both directions, and access to 2nd Concession Road from Bradford Bypass in both directions.
- Consists of two loop ramps and two direct off-ramps.
- Traffic signals / stop control at ramp terminals.
- Bradford Bypass over 2nd Concession Road.
- The interchange requires additional property but is still within the Bradford Bypass Study Area.
- Property impacts in the Southwest and Northeast quadrants, and minor impacts in the Northwest and Southeast quadrants.



2nd Concession Road Interchange – Alternative 3

▶ALTERNATIVE 3 – Diamond Interchange (Full Interchange)

- Access from 2nd Concession Road to Bradford Bypass in both directions, and access to 2nd Concession Road from Bradford Bypass in both directions.
- Consists of two direct on-ramps and two off-ramps.
- Traffic signals / stop control at ramp terminals.
- Bradford Bypass over 2nd Concession Road.
- The interchange requires additional property but is still within the Bradford Bypass Study Area.
- Property impacts in all quadrants of the interchange.



Key Considerations

Environmental

- ▶ Indigenous Communities and Treaty Rights.
- ▶ Built Heritage (one listed Cultural Heritage Landscape).
- ▶ Archaeological Resources.
- ▶ Fish and Fish Habitat (warmwater habitat).
- ▶ Groundwater (MECP Waterwells).
- ▶ Land Use (Greenbelt, Wooded area, Protected Countryside, Whitebelt, Holland Marsh Specialty Area, Urban Settlement Area).
- ▶ Terrestrial Ecosystems (Bat Species at Risk, Holland Marsh Wetland Complex, woodlots, deer wintering areas).
- ▶ Property Impacts.
- ▶ Noise, Vibration and Air Quality.

Transportation & Engineering

▶ Engineering

- ▶ Interchange configurations.
- ▶ Traffic operations based on demand and level of service.
- ▶ Complexities in traffic staging, constructability and utility relocation.
- ▶ Structural / grading considerations.
- ▶ Additional lands required but still within the Bradford Bypass Study Area.
- ▶ Highway / Ramp Geometrics and Safety.
- ▶ Access (i.e. full / partial).

Summary: Interchange Design Preference

2nd Concession Road



Alternative 1 – Parclo A4

- Access from 2nd Concession Road to Bradford Bypass in both directions
- Access to 2nd Concession Road from Bradford Bypass in both directions
- Two direct on-ramps, two loop ramps and two direct off-ramps
- Traffic signals/stop at ramp terminals



Alternative 2 – Parclo A2

- Access from 2nd Concession Road to Bradford Bypass in both directions
- Access to 2nd Concession Road from Bradford Bypass in both directions
- Two loop ramps and two direct off-ramps
- Traffic signals/stop at ramp terminals



Alternative 3 – Diamond Interchange

- Access from 2nd Concession Road to Bradford Bypass in both directions
- Access to 2nd Concession Road from Bradford Bypass in both directions
- Two direct on-ramps and two off-ramps
- Traffic signals/stop at ramp terminals

Feedback and Comments

- ▶ The Project Team welcomes your feedback and comments on the interchange design refinements and alternatives presented:
 - Feedback on the interchange design alternatives that to be constructed at:
 - 10th Sideroad
 - 2nd Concession Road
- ▶ Use the summary of alternatives presented as a guide for providing your feedback to the Project Team.

Please provide feedback on this public consultation material through the Comment form (www.bradfordbypass.ca/consultation) by **May 5, 2022**.

Project Milestones and Next Steps

- ▶ Consider feedback on the interchange design and interchange location alternatives.
- ▶ Evaluate the interchange design alternatives and select a preferred design for 10th Sideroad and 2nd Concession Road
- ▶ Continue outreach and consultation with Indigenous communities.
- ▶ Milestone: File the Draft Environmental Conditions Report for public consultation.
- ▶ Selection of preferred alternative for the Bradford Bypass including the interchanges.
- ▶ Milestone: Present the outcome of the evaluation of alternatives and introduce the preferred Preliminary Design at PIC #2 (Fall 2022).
- ▶ Complete the project-specific assessment of environmental impacts study and refinement of the preferred Preliminary Design.
- ▶ Milestone: File the Draft Environmental Impact Assessment Report for public consultation.
- ▶ Milestone: Complete the Preliminary Design in Early 2023.

Thank you for your participation!



projectteam@bradfordbypass.ca



1-877-247-6036



www.bradfordbypass.ca

Stay informed

Request to be added to the Project Contact List to receive future project updates

Freedom of Information & Protection of Privacy Act

Comments and information regarding this study are being collected to assist MTO and AECOM in meeting the requirements of Ontario Regulation 697/21. This material will be maintained on file for the use of this study and may be included in study documentation.

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

On behalf of the Project Team, thank you for your interest and for participating in this Public Information Session. We encourage you to contact members of the Project Team if you have any questions or concerns regarding the above information.

HIGHWAY 400 – 404 LINK (THE BRADFORD BYPASS)
PRELIMINARY DESIGN & ENVIRONMENTAL ASSESSMENT
Ontario Ministry of Transportation, Assignment No.2019-E-0048

STAKEHOLDER COMMENT AND CONTACT INFORMATION FORM
PLEASE COMPLETE AND RETURN FORM TO THE PROJECT TEAM BY MAY 5, 2022

1) Please provide your feedback on the interchange alternatives that will be constructed at 10th Sideroad and 2nd Concession Road.

Please return by mail or email using the instructions below, or visit the Project Website at www.BradfordBypass.ca to submit your information electronically. Comments are received in accordance with the *Freedom of Information Act*.

Mailing Instructions

Mail a hard copy of the form to the **Project Team**
Attn: Bradford Bypass Project Team
AECOM
105 Commerce Valley Drive West
Markham, ON L3T 7W3

Email Instructions

Submit the form digitally to the **Project Team**
Email: ProjectTeam@BradfordBypass.ca

Comments are being collected to assist MTO in meeting the requirements of the Ontario Regulation 697/21. This material will be maintained on file for use during the Study and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*, R.S.O. 1990, c. F.31. With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please contact the Project Team by emailing ProjectTeam@BradfordBypass.ca or calling toll-free to 1-877-247-6036.

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. If "Yes", or if you wish to receive a response to your comments, please confirm the contact information for the individual who will act as the Project Team's primary point of contact for your organization. Where an email is provided, this will be used as the primary form of correspondence unless otherwise requested.

**Public Information Centre #2 -
Summary Report**

Public Information Centre (PIC) #2 Summary Report

Highway 400 to Highway 404 Link (Bradford Bypass)

Ontario Ministry of Transportation

60636190

March 30, 2023

Statement of Qualifications and Limitations

The attached Report (the "Report") has been prepared by AECOM Canada Ltd. ("AECOM") for the benefit of the Client ("Client") in accordance with the agreement between AECOM and Client, including the scope of work detailed therein (the "Agreement").

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- may be based on information provided to AECOM which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
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Revision History

Rev #	Revision Date	Revised By:	Revision Description
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1	January, 2023	AECOM	Draft Public Information Centre #2 Summary Report
2	February, 2023	AECOM	Draft Public Information Centre #2 Summary Report
3	February 15, 2023	AECOM	Draft Public Information Centre #2 Summary Report
4	March 30, 2023	AECOM	Public Information Centre #2 Summary Report

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Table of Contents

1.	Introduction	1
2.	Purpose.....	2
3.	Notification	2
4.	Public Information Centre #2 Format.....	3
5.	Virtual Display Materials	4
5.1	Webinar Slide Deck	4
5.2	Live Webinar	6
6.	Webinar Attendance.....	8
7.	Stakeholder Feedback	8
7.1	Pre-PIC #2 Feedback	8
7.2	PIC #2 Webinar Stakeholder Feedback	11
7.3	Public Information Centre #2 (PIC #2) Review Period Feedback	21

Appendices

Appendix A.	Notification Materials
Appendix B.	PIC#2 Webinar Presentation Slide Deck
Appendix C.	PIC#2 Roll Plan
Appendix D.	PIC#2 Webinar Report
Appendix E.	PIC#2 Website Metrics
Appendix F.	PIC#2 Comments and Responses

1. Introduction

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and project-specific assessment of environmental impacts in accordance with Ontario Regulation 697/21 for the Bradford Bypass. Under the regulation, the study is following the streamlined assessment process that includes environmental commitments from the 2002 Approved Environmental Assessment for preliminary design of the Technically Preferred Route.

The Bradford Bypass is part of Ontario's plan to expand highways and public transit across the Greater Golden Horseshoe to fight congestion, create jobs and prepare for the massive population growth expected in the next 30 years. 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 roadways linking Highway 400 to Highway 404.

The project is a new 16.3 kilometre (km) controlled access freeway. The proposed highway will extend from Highway 400 between 8th Line and 9th Line in Bradford West Gwillimbury, will cross a small portion of King Township, and will connect to Highway 404 between Queensville Sideroad and Holborn Road in East Gwillimbury. There are proposed full and partial interchanges, as well as grade separated crossings at intersecting municipal roads and watercourses, including the Holland River and Holland River East Branch. This project will also include the design integration for the replacement of the 9th Line structure on Highway 400, which will accommodate the proposed future ramps north of the Bradford Bypass corridor. The ministry is considering an interim two-lane configuration and an ultimate four-lane design for the Bradford Bypass. The interim condition will include two general purpose lanes in each direction and the ultimate condition will include four lanes in each direction (one high-occupancy vehicle lane and three general purpose travel lanes in each direction). The interim and ultimate designs are being reviewed as the project progresses.

Public Information Centre (PIC) #2 for the Bradford Bypass was held virtually on Thursday November 24, 2022, from 7:00 p.m. to 9:00 p.m. Eastern Standard Time through a Zoom Webinar. Stakeholders were requested to register for the live event in advance of PIC #2 via the link provided on the Project Website. During the live event, the Project Team provided an overview of the project, the evaluation of alternatives, presented the Recommended Plan, and provided an overview of anticipated environmental impacts and proposed mitigation measures, followed by a live question and answer period.

An advanced showing of PIC #2 was held for Indigenous communities on November 24, 2022, from 9:30 a.m. to 11:30 a.m. The focus of this advanced showing was to review and discuss the PIC #2 presentation materials.

2. Purpose

The purpose of PIC #2 was to provide an overview and study process, consultation, outcome of the alternative evaluation process, the Recommended Plan, an overview of the anticipated environmental impacts and proposed mitigation measures, and next steps, followed by a live question and answer period. The Preliminary Design alternatives were generated and evaluated based on technical and environmental factors, and engagement and consultation with Indigenous communities, municipalities, government agencies and public stakeholders, including feedback from PIC #1, the Preliminary Design Interchange Considerations for 10th Sideroad and 2nd Concession Road, and the Draft Environmental Conditions Report.

3. Notification

Prior to PIC #2, the following measures were carried out in order to inform interested stakeholders of the event:

- Publication of the Notice of PIC #2 was posted on the Project Website (www.bradfordbypass.ca) on November 10, 2022
- A note advising of the upcoming PIC #2 was posted on the Project Website's Home Page banner (www.bradfordbypass.ca) on November 10, 2022
- Publication of the Notice of PIC #2 in the following newspapers:
 - Bradford West Gwillimbury Topic on Thursday November 10, 2022
 - East Gwillimbury Topic on Thursday November 10, 2022
- Notification letters were emailed and mailed to individuals on the Project Contact List, including Indigenous communities, Members of Parliament (MPs) and Members of Provincial Parliament (MPPs), external agencies and members of the public on November 10, 2022; and,
- 13,035 copies of the Notice of PIC #2 were delivered via Canada Post Neighbourhood Admail Delivery service to residences and businesses within and adjacent to the Study Area.

The following Indigenous communities received Notice of PIC #2 on Thursday November 10, 2022:

- Alderville First Nation
- Beausoleil First Nation
- Chippewas of Georgina Island
- Chippewas of Rama First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Mississaugas of Scugog Island

- Kawartha Nishnawbe
- Georgian Bay Métis Council
- Huron-Wendat Nation

- ◆ Please refer to **Appendix A** for copies of the Notice of PIC #2, notification letters, and Project Contact List at the time of the mailout.

4. Public Information Centre #2 Format

PIC #2 for the Bradford Bypass was held virtually on Thursday November 24, 2022, from 7:00 p.m. to 9:00 p.m. Eastern Standard Time through a Zoom Webinar. Stakeholders were requested to register for the live event in advance of PIC #2 via the registration link provided on the Project Website. The Project Team provided a presentation on the project overview and study process, consultation, outcome of the alternative evaluation process, the Recommended Plan, an overview of the anticipated environmental impacts and proposed mitigation measures, and next steps, followed by a live comment and response period using the chat function of Zoom.

A total of 152 comments were submitted through the live webinar chat feature between 7:00 p.m. and 9:00 p.m. Attendees were informed that the Project Team would aim to address as many questions as possible during the PIC; however, any not addressed due to timing would receive a written response from the Project Team. Although the event was scheduled to end at 9:00 p.m. the Project Team continued to respond to questions until 9:15 p.m. given the volume of comments submitted.

*Note: 152 comments were submitted by 33 stakeholders, in which 24 of the stakeholders submitted multiple comments.

Additionally, four comments were submitted from three stakeholders through the Project Team's voicemail during the run time of PIC #2 Webinar.

PIC #2 materials were made available on the Project Website for a two-week review period beginning the morning of November 24, 2022 and ending on December 8, 2022. PIC #2 materials remained on the Project Website for the duration of the project and stakeholders were able to provide comments anytime. Comments received outside of the official PIC #2 stakeholder review period will be part of the general consultation record for the project. The PIC #2 comment box was removed from the Project Website on December 9, 2022. As noted previously, an advanced showing of the PIC #2 materials was held for Indigenous communities on November 24, 2022, from 9:30 a.m. to 11:30 a.m. The focus of this advanced showing was to review and discuss the PIC #2 presentation materials.

Two pre-PIC #2 meetings were held on November 14, 2022 with the following municipalities:

- York Region
- Town of East Gwillimbury
- Township of King
- County of Simcoe, and
- Town of Bradford West Gwillimbury.

Due to the timing around the municipal elections, the Project Team met with municipal staff for the pre-PIC #2 meetings in November 2022. The Project Team offered to meet with municipal councils when formed after the elections. The focus of the pre-PIC #2 meetings was to review and discuss the PIC #2 presentation materials. For the purposes of the meetings, a condensed version of the PIC #2 materials was presented, highlighting questions and concerns about the project in which the municipalities had previously inquired. The municipalities provided comments on the presentation materials, which are under consideration by the Project Team as Preliminary Design progresses.

5. Virtual Display Materials

To provide engagement with stakeholders in the absence of an in-person consultation event, the Project Team held a virtual live PIC #2 through a Zoom Webinar.

5.1 Webinar Slide Deck

For the purpose of the PIC #2 webinar, a condensed version of the PIC #2 slide deck was presented at the PIC #2 webinar. The full slide deck is available on the Project Website. The PIC #2 presentation deck included the following:

- Welcome and Introduction
- Introductions
- Land Acknowledgment
- Agenda
- Purpose of PIC #2
- Bradford Bypass Project Overview
- Study Process and Schedule
- Ontario Regulation 697/21: Bradford Bypass Project
- Project Consultation Activities
- Overview of PIC #1
- Overview of Preliminary Design Interchange Considerations for 10th Sideroad and 2nd Concession Road
- Overview of the Environmental Conditions Report
- Impact Assessments
- Overview of Benefits
- Overview of Selected Alternatives

- Development of Alternatives and Evaluation Process
- Evaluation Summary
 - Highway 400 Freeway to Freeway Interchange
 - Between 10th Sideroad and County Road 4
 - Holland River East Branch
 - Hydro Towers
 - Highway 404 Freeway to Freeway Interchange
 - 10th Sideroad Interchange
 - Country Road 4 Interchange
 - Bathurst Street Interchange
 - 2nd Concession Road Interchange
 - Leslie Street Interchange
- Screening Assessment – Carpool Lots
- Overview of the Recommended Plan
- The Recommended Plan
 - End to End
 - Mainline Cross-Section
 - Highway 400 Freeway to Freeway Interchange
 - 10th Sideroad Interchange
 - Between 10th Sideroad and County Road 4
 - Country Road 4 Interchange
 - Bathurst Street Interchange
 - Holland River East Branch
 - 2nd Concession Road Interchange
 - Hydro Towers
 - Leslie Street Interchange
 - Highway 404 Freeway to Freeway Interchange
 - Crossing Road Sections
 - Active Transportation
 - Structures
 - Navigation
 - Drainage and Hydrology
 - Other General Items
- Summary of Anticipated Property Impacts
- Terrestrial Ecosystems
- Holland Marsh and Lake Simcoe Watershed
- Designated Natural Areas
- Fish and Fish Habitat
- Fluvial Geomorphology
- Groundwater and Hydrogeology
- Noise and Vibration

- Noise Receptor Locations
- Air Quality
- Air Quality Critical and Sensitive Receptors
- Human Health
- Land Use
- Agriculture
- Preliminary Landscaping Composition Plan
- Snowdrift Assessment
- Waste and Contamination
- Cultural Heritage Assessment
- Archaeological Assessments
- Status of Stage 2
- Project Schedule and Next Steps
- Questions and Answers, and
- Thank you.

Copies of the PIC #2 presentation deck presented during the live webinar as well as a roll plan illustrating the overall Recommended Plan can be found in Appendix B and Appendix C, respectively. Copies of the PIC #2 presentation deck and roll plan were also made available for viewing on the Project Website.

5.2 Live Webinar

The live webinar and question and answer period was facilitated by the Project Facilitator, Alicia Evans. The role of the Project Facilitator is further described in **Section 7.2**. The following Project Team members delivered the live presentation as panelists:

- Wan Chi Ma
- Alex MacLean
- Rebecca Lariviere
- Rhonda Gribbon
- Jordan Lee
- Tim Soroichinsky
- Riyaz Sheikh
- Nico Valenton
- Mir Hyder
- Holly Wright, and
- Madeleine Atherton.

Technical and support staff (such as traffic, property, terrestrial, fisheries, air quality, and noise specialists, etc.) were also present during the live webinar to assist with answering any

questions or providing technological assistance. The full list of Project Team members that attended the webinar is in **Table 5-2**.

The live webinar was operated by Facilitators to start the meeting, keep the meeting on time, moderate live chat questions that were submitted during the live event, and facilitate Project Team members in addressing questions.

Table 5-2: Webinar Project Team Attendees

Project Team Member	Role
Wan Chi Ma	MTO Senior Project Manager
Alex MacLean	MTO Project Manager
Rebecca Lariviere	MTO Project Manager
Rhonda Gribbon	MTO Senior Environmental Planner
Jordan Lee	MTO Environmental Planner
Jeffrey Seibert	MTO Regional Archaeologist
Leslie Currie	MTO Indigenous Liaison Specialist
Johnson Lau	MTO Traffic Engineer
Arlene Barnett	MTO Property
Tim Sorochinsky	AECOM Project Manager
Riyaz Sheikh	AECOM Deputy Project Manager
Holly Wright	AECOM Senior Environmental Planner
Madeleine Atherton	AECOM Environmental Planner
Fadwa Hamdan	AECOM Environmental Planner
Michelle Chen	AECOM Environmental Planner
Nico Valenton	AECOM Highway Engineer
Mir Hyder	AECOM Highway Engineer
Patrick Oatway	AECOM Structural Engineer
James Au	AECOM Acoustic Engineer
Iliia Merkoullovitch	AECOM Traffic Engineer
Ilya Sher	AECOM Traffic Engineer
Katie Easterling	AECOM Ecology Manager
Kristan Washburn	AECOM Environmental Lead
Jennifer Routhier	AECOM Air Quality Specialist
Andrew Minielly	AECOM Ecologist
Kate Crawford	AECOM Aquatic Ecologist
James Au	AECOM Acoustic Engineer
Tara Jenkins	AECOM Cultural Heritage Lead
Glenn Kearsley	AECOM Project Archaeologist
David Knill	AECOM Project Archaeologist
Alicia Evans	AECOM Project Facilitator
Leslie Leamen	AECOM Project Information Specialist
Tracey McKenna	AECOM Communication Specialist

A live chat feature was available on the Zoom Webinar for attendees to submit any question, comments or concerns they may have during the live event.

6. Webinar Attendance

A total of 207 individuals registered for PIC #2 in advance using the Zoom Webinar registration link on the Project Website, and a total of 196 individuals attended the PIC #2 Zoom Webinar throughout the session, including four Elected Officials, and one media representative.

The following Elected Officials attended PIC #2:

- Raj Sandhu – Bradford West Gwillimbury Ward 1 Councillor
- Peter Ferragine – Bradford West Gwillimbury Ward 5 Councillor
- Nickolas Harper – Bradford West Gwillimbury Ward 6 Councillor, and
- James Leduc – Bradford West Gwillimbury Mayor.

The following media representative attended PIC #2:

- Joel Wittnebel – The Pointer (newspaper).

A list of registered stakeholders, webinar attendees, and questions/answers received during the live webinar can be found in **Appendix D**. Additional website analytics tracked for the event can be found in **Appendix E**.

7. Stakeholder Feedback

7.1 Pre-PIC #2 Feedback

Upon publication of the Notice of PIC #2 issued in newspapers on November 10, 2022 along with the meeting registration link, individuals submitted comments via the following methods between November 10, 2022, to November 24, 2022, prior to PIC #2:

- PIC #2 Comment Form on the Project Website
- General Comment Form on the Project Website
- Project Team email and phone number.

Table 7-1 below summarizes the key questions, comments, issues, and concerns raised prior to PIC #2 through the Comment Form on the Project Website, and via email and phone. The Project Team began the Question and Answer period with providing responses to these key questions. Responses have been prepared and issued directly to individuals who provided comments.

Table 7-1: Questions Submitted in Advance of PIC #2

November 10 – November 24, 2022, Comment Theme	Summary of Comments Received	Response Summary
General	<ol style="list-style-type: none"> 1. Inquiries about the format of the PIC #2 2. Requests to be added to the Project Contact List and registration for PIC #2 Zoom Webinar 3. Inquiries about project and construction timing 4. Inquiries about land expropriation and questions regarding individual property impacts, and 5. Inquiries about project funding. 	<ol style="list-style-type: none"> 1. PIC #2 was presented online as a virtual consultation event to provide opportunities to view materials and provide flexibility for those wishing to attend who may have conflicts or restrictions that limit their ability to attend an event in person. Within virtual platforms there is also an opportunity to address accessibility needs 2. Individuals added to the Project Contact List and provided PIC #2 registration instructions 3. The Preliminary Design and project specific assessment of environmental impacts for the overall Bradford Bypass Project is anticipated to be completed in 2023. Subsequent Detail Design and construction phases will follow 4. MTO aims to acquire property through amicable negotiation as early as possible and to reach agreements for the acquisition of any properties needed to support important infrastructure improvements. Expropriation is only used when agreements can't be reached within suitable project timeframes. MTO will continue to meet with individual landowners to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts, and 5. The Ontario government is committed to fully funding the construction of the

November 10 – November 24, 2022, Comment Theme	Summary of Comments Received	Response Summary
		Bradford Bypass and is following through on its promise to improve and invest in the province's transportation corridors to get people moving within the region, connect people to jobs, make life easier and support a strong economy.
Environmental Studies	<ol style="list-style-type: none"> 1. Inquiries about the noise and air quality assessments and mitigation measures 2. Question regarding the scope of the project-specific assessment of environment impacts 3. Inquiries about impacts to wildlife and farmland, and 4. Inquiries about impacts of road salt. 	<ol style="list-style-type: none"> 1. An Air Quality Impact Assessment and Traffic Noise Assessment are underway to identify potential impacts and recommend mitigation measures and future commitments 2. The project-specific assessment of environmental impacts for the Bradford Bypass project considers the entire project footprint (which includes the highway itself) and its anticipated impacts to existing conditions in the Study Area 3. A Terrestrial Ecosystems Impact Assessment and Agricultural Impact Assessment are underway to identify potential impacts and recommend mitigation measures and future commitments, and 4. Appropriate mitigation measures to prevent salt and treated sand from entering watercourses and salt-sensitive areas will be proposed based on various factors including the use of MTO's Salt Management Plan and the Ministry of Environment, Conservation and Parks (MECP) Guidelines on Snow Disposal and De-icing Operations in Ontario.
Engineering	<ol style="list-style-type: none"> 1. Inquiries regarding the rationale for preferred alternatives, and 	<ol style="list-style-type: none"> 1. The evaluation process and comprehensive criteria of the Technically Preferred Route were provided, along with noting an

November 10 – November 24, 2022, Comment Theme	Summary of Comments Received	Response Summary
	2. Inquiries regarding implementation and plans for additional interchanges.	<p>explanation that alternate route options were not included in the Environmental Conditions Report (ECR) as it was ruled out during the 2002 Approved Environmental Assessment (EA), and</p> <p>2. It was determined that interchanges at 10th Sideroad, County Road 4, Bathurst Street, 2nd Concession Road, and Leslie Street would be included as part of the Study. While the Study will seek approval for all five interchanges locations, a phased implementation of these interchanges may be considered pending further design development and consultation in subsequent design stages. Considerations for additional interchanges is relative to the demand projected over time.</p>
Provincial/Federal Legislations and Policies	Inquiries regarding the <i>More Homes Built Faster Act</i> (2022).	Confirmation that the <i>More Homes Built Faster Act</i> (2022) is not applicable to the project.

7.2 PIC #2 Webinar Stakeholder Feedback

As part of PIC #2, 152 comments were received via the chat feature through the Zoom Webinar platform. As noted previously, 152 comments were submitted by a total of 33 stakeholders, in which 24 of the stakeholders submitted multiple comments (some up to 20 comments at the event) through the feature. Additionally, four comments were submitted from three stakeholders through the Project Team's voicemail during the run time of PIC #2 Webinar.

Table 7-2 below summarizes the key questions, comments, issues, and concerns raised during PIC #2 and the Project Team response.

At the beginning of the live webinar, the Project Facilitator noted that any comments or feedback received during the webinar will be included in the record of consultation for the project. Questions that the Project Team received from the chat feature and Project Team voicemail

during PIC #2 received an individual formal response from the Project Team following the end of webinar.

Table 7-2: PIC #2 Summary of Webinar Feedback and Summary Responses

PIC #2 Comment Theme	Summary of Comments Received	Response Summary
Project Consultation	<ol style="list-style-type: none"> 1. Inquiries regarding accessing the virtual platform 2. Inquiries regarding the Indigenous communities the Project Team is engaging and consulting with 3. Inquiries about PIC #2 stakeholder and Project Contact List, PIC #2 attendee list, and Preliminary Design Interchange Considerations Invite list 4. Concerns related to the consultation process and activities and the length of the review period for PIC #2 materials 5. Question regarding if answers to the questions asked during PIC #2 will be posted on the Project Website, and 6. Inquiry regarding which external environmental agencies have input on the environmental studies currently underway. 	<ol style="list-style-type: none"> 1. Links to PIC #2 registration were provided 2. Names of Indigenous communities that were engaged and consulted by the Project Teams were provided 3. The number of PIC #2 attendees was provided. Project Contact List and Attendee List were not disclosed due to the protection of personal information; Preliminary Design Interchange Considerations were provided along with the materials and consultation event details for Preliminary Design Interchange Considerations for 10th Sideroad and 2nd Concession Road on Project Website 4. The Project Team detailed that the review period is two-weeks from November 24 to December 8; however, comments and consultations are welcomed throughout the entire Preliminary Design study 5. Questions and comments will be included in the PIC #2 Summary Report and made available on the Project Website once completed, and 6. Details of environmental agencies have been provided.
Natural Environment	<ol style="list-style-type: none"> 1. Concerns about the scope of environmental studies and 	<ol style="list-style-type: none"> 1. Usage of language/terms are related to the maturity of the

PIC #2 Comment Theme	Summary of Comments Received	Response Summary
	<p>language surrounding environmental mitigation measures</p> <ol style="list-style-type: none"> Concerns about traversing the Holland Marsh and the Greenbelt Inquiries regarding winter maintenance, salt run-off mitigation, groundwater contamination standards, groundwater mitigation, water quality treatment, natural channel design and considerations Inquiries regarding tree planting plan, mature trees maintenance and reforestation planting timeline Questions regarding endangered species, and Inquiries regarding light pollution and mitigation plan. 	<p>mitigation and protection measures determined. The measures will be detailed in the subsequent phases of Project as studies progresses. Link to the Final ECR was provided, and the Project Team noted that the environmental studies are underway and will be documented in the Draft EIAR</p> <ol style="list-style-type: none"> The Greenbelt Plan acknowledges the necessity of building infrastructure to serve significant population growth in the area. Concerns with Provincially Significant Wetlands were addressed with considerations and reflected the Terrestrial Ecosystem Existing Conditions and Impact Assessment Report. The results of the report will be summarized in the Draft EIAR which will be posted for public review and feedback Concerns with salt, groundwater, snow disposal and de-icing operations, water quality were addressed with detailed considerations and reflected the following plans: MTO Salt Management Plan, MTO Climate Change Guide, MECP Guidelines on Snow Disposal and De-icing Operations, Stormwater Management Strategy, <i>Lake Simcoe Protection Act</i>, Guidelines on Snow Disposal and De-icing Operations in Ontario

PIC #2 Comment Theme	Summary of Comments Received	Response Summary
		<p>and Lake Simcoe Protection Plan. Concerns with salt damage in sensitive areas were addressed with detailed considerations and reflected in The Code of Practice for Environmental Management of Road Salts. Link to The Code of Practice for Environmental Management of Road Salts was provided</p> <p>4. Concerns with vegetation and vegetation communities were assessed via the Terrestrial Ecosystem Existing Conditions and Impact Assessment and a Conceptual Landscape Plan is also being prepared for the Project</p> <p>5. Concerns regarding endangered species and its impact have been reviewed with a conservation approach and will be refined as Project progresses. Any required permits and approvals will be sought during subsequent phases, and</p> <p>6. Concerns regarding light pollution and mitigation plan are being assessed and an electrical report will be prepared along with a Terrestrial Ecosystem report to discuss the potential impacts of lighting. Detailed information regarding the 15 environmental studies and related mitigation policies were provided. The Project Team noted that the results of the studies will be included in the Draft</p>

PIC #2 Comment Theme	Summary of Comments Received	Response Summary
		Environmental Impact Assessment Report (EIAR).
Social Economic	Question regarding the selection of socio-economic scope and criteria.	Noted that a list of Summary of Refinement Evaluation Factors and Criteria is included in Section 5.1 of the Final Environmental Conditions Report. The evaluated scope of the Project included transportation, natural environment, socio-economic environment, and cultural environment.
Cultural Heritage and Archaeology	Inquiry regarding the protection and number of Indigenous Nation archaeological sites.	Avoidance and protection of Indigenous archaeological resources were acknowledged and considered within the Ministry of Citizenship and Multiculturalism (MCM) guidelines. For any outstanding archaeological sites which cannot be avoided by design refinements, the ministry is committed to undertaking Stage 4 Mitigation in order to recover artifacts and record relevant data within the study area. The documentation for all currently identified archaeological sites and areas of potential is currently underway and will be available for public review once accepted into the Public Register by the MCM.
Noise and Vibration	Inquiries regarding noise and sound reduction, barrier specification, barrier location, and mitigation strategies for property owners and wildlife.	Noted that a Traffic Noise Impact Assessment is underway and will include timing constraints and equipment management practices, which will be summarized in the Draft EIAR.
Air Quality	Question regarding sensitive receptors and if a critical air quality receptor be added at the location of Harvest Hills Public School. This	A critical air quality receptor will not be added at Harvest Hills Public School as there are five existing sensitive receptors in the area that

PIC #2 Comment Theme	Summary of Comments Received	Response Summary
	<p>school is now open in Bradford at the north end of the subdivision between 10th Sideroad and County Road 4 (400 Crossland Blvd.). The individual noted that the slide did not appear to have a critical sensor location on the map shown.</p>	<p>outlined and covered both sides of the streets surrounding the school. Please note an Air Quality Impact Assessment is underway and takes into account the Ministry of the Environment, Conservation and Parks (MECP) Climate Change Guide, MTO's Air Quality Impact Assessment, Provincial Ambient Air Quality Criteria (AAQC), and the Canadian Ambient Air Quality Standards (CAAQS). The Air Quality Impact Assessment will be summarized in the Draft EIAR.</p>
<p>Traffic</p>	<ol style="list-style-type: none"> 1. Inquiries regarding traffic studies' projection, scope, timeline, and availability for public review 2. Inquiries regarding the travel time and modelling horizon, traffic operations maps and street level renderings, specifically Crossland Boulevard, Chelsea Crescent, and Wyman Crescent 3. Question regarding treatment to support active transportation on minor streets at the proposed interchanges 4. Inquiry regarding considerations for pedestrian pick-up and drop-off areas at proposed carpool lots, and 5. Comment regarding congestion issues resulting from underuse of the Highway 407 toll route. 	<ol style="list-style-type: none"> 1. Noted that the Travel Demand Forecast and Future Conditions 2031/2041 Aimsun Microsimulation Model Analysis is underway. This traffic study and other impact assessments are ongoing and will be completed in 2023. Results of the studies, including commitments to future work, and will be documented in the Draft EIAR per O. Reg. 697/21. Commitments and required permits and approvals identified in the studies will be carried forward to future Detail Design and Construction phase 2. Noted that the travel time savings were calculated using an area-wide transportation model with a 2041 horizon year. The renderings are not developed as part of the current design stage and that plans and sections of the areas of interest are available on the Project Website

PIC #2 Comment Theme	Summary of Comments Received	Response Summary
		<p>3. Noted that further details on types of facilities and crossing treatments would be determined in the next subsequent design phases in accordance with applicable standards and on-going consultation with municipalities</p> <p>4. Noted that the considerations and specifications will be studied in subsequent design phases and noted that the objective of the study is to improve traffic operations within the Bradford corridor, and</p> <p>5. Noted that the project has been proposed as a response to increases in population and travel demand in the area, including forecasted congestion increases.</p>
Engineering	<ol style="list-style-type: none"> 1. Inquiries and concerns regarding evaluation criteria and preferred alternatives, specifically interchanges at 10th Sideroad and 2nd Concession, and East Holland River Crossings 2. Questions and concerns about the selection of the location of the Bradford Bypass 3. Questions regarding future additional lanes, including HOV lanes and toll routes 4. Inquiries regarding the implementation of roundabouts 5. Inquiries regarding water well and monitoring criteria 6. Inquiry regarding provisions for an eight-lane highway and 	<ol style="list-style-type: none"> 1. Noted that evaluation process to select a preferred alternative were based on a Reasoned Argument (trade off) method of evaluation based on key factors including: Transportation and Engineering, Socio-Economic, Natural Environment, and Cultural Environment. Links to related reports and materials were provided for more information 2. Noted that the location of the project was determined in the 2002 Approved EA 3. Provided confirmation that the project will feature six general purpose lanes and two HOV lanes in its ultimate configuration

PIC #2 Comment Theme	Summary of Comments Received	Response Summary
	<p>vehicle technology improvements, and</p> <p>7. Inquiries regarding proposed elevation changes.</p>	<p>projected in 2041. Details of HOV lanes will be determined as the project progresses. The freeway will not be operated as a toll route per Premier Ford's announcement on November 4, 2021</p> <p>4. Noted that the alternatives that utilized roundabouts were not preferred due to increased property impacts and concerns from key stakeholders on their implementation</p> <p>5. Noted that a Door-to-Door Water Well Survey was completed for some registered domestic/commercial/livestock/industrial water well within 500m of the proposed preferred route where permission was granted. Impacted owners with water wells will be contacted before dewatering and monitored for water quantity and quality throughout subsequent Detail Design and construction phases of the project</p> <p>6. Noted that the structural options for vehicle technology and eight-lane highway are under review. Preliminary configurations and design will be determined as the study progresses, and</p> <p>7. Noted that the location of the project was determined in the 2002 Approved EA. Links and explanation of proposed cross sections regarding elevation changes provided. Furthermore,</p>

PIC #2 Comment Theme	Summary of Comments Received	Response Summary
		<p>evaluation process to select a preferred alternative were based on a Reasoned Argument (trade off) method of evaluation based on key factors including: Transportation and Engineering, Socio-Economic, Natural Environment, and Cultural Environment. Links to related reports and materials were provided for more information.</p>
Property Impact	<ol style="list-style-type: none"> 1. Inquiries regarding property impacts on Arthur Evans Crescent, Morgan's Road, and Old Yonge Street, and 2. Opposition and concerns about property impacts, property acquisition and acquisition timelines. 	<ol style="list-style-type: none"> 1. Property owners with properties required to be partially or fully acquired were contacted by the Project Team in Fall 2022, and 2. Opposition of project was acknowledged. Links of Project Website were provided for details. Impacted property owners were offered specific property owner meetings with the Project Team to address any concerns regarding the property impacts and the acquisition process.
Provincial/Federal Legislations and Policies	<ol style="list-style-type: none"> 1. Inquiry regarding Metrolinx's Electrification Plans 2. Question regarding Special Policy Areas (SPAs) and their applicability to existing schools 3. Inquiry regarding status of Bradford West Gwillimbury Transportation Master Plan, and concerns regarding the 2002 Approved Environmental Assessment and its relevancy/ applicability to the current project, and 	<ol style="list-style-type: none"> 1. Noted that the Bradford Bypass Metrolinx overpass crossing will not preclude electrification of the rail line 2. Noted that Special Policy Areas (SPA) 12 (School Boards Lands) and SPA13 (Special Office/Commercial/Institutional) are identified within the Study Area. Due to the location of the active schools, they are not included in the Town's SPAs, as noted in Bradford West

PIC #2 Comment Theme	Summary of Comments Received	Response Summary
	<p>4. Inquiry about if there is a legal obligation for MTO to meet air quality standards and greenhouse gas emission targets.</p>	<p>Gwillimbury Official Plan - Schedule B-1</p> <p>3. Noted that MTO is undertaking 15 environmental studies to update, document, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce potential impacts and meet current environmental legislative requirements. The Bradford West Gwillimbury Transportation Master Plan is a municipal initiative being undertaken by the Town of Bradford West Gwillimbury. The Project Team continues to consult and coordinate with the municipality as part of the Preliminary Design and the results of the studies will be included in the EIAR. The Draft EIAR will be made available for public review and comment prior to finalization, and</p> <p>4. MTO will endeavour to minimize impact on air quality and greenhouse gas emission where applicable. An Air Quality Impact Assessment is underway and takes into account the Ministry of the Environment, Conservation and Parks (MECP) Climate Change Guide, MTO's Air Quality Impact Assessment, Provincial Ambient Air Quality Criteria (AAQC), and the Canadian Ambient Air Quality Standards (CAAQS). The Air Quality Impact</p>

PIC #2 Comment Theme	Summary of Comments Received	Response Summary
		Assessment will be summarized in the EIAR.
Project Planning	<ol style="list-style-type: none"> 1. Inquiries regarding project budget, specific contract value for Brennan Paving and Construction Ltd for the County Road 4 Early Works Project, and project approvals, and 2. Inquiry regarding a third PIC following the EIAR, and construction timelines. 	<ol style="list-style-type: none"> 1. Noted that the project budget cannot be disclosed to ensure best value is retained and protect the procurement process. The contract awarded to Brennan Paving and Construction Ltd. is valued at just over \$30 million, and 2. Noted that the Preliminary Design and project-specific assessment of environmental impacts for the overall Bradford Bypass Project is anticipated to be completed in 2023. Detail Design and Construction Phases will follow which will have additional consultation opportunities.
General Interest, Support and Opposition	Support for the Project Team on PIC #2 and vehicle technology improvements.	Support for the Project and technology improvement acknowledged.

7.3 Public Information Centre #2 (PIC #2) Review Period Feedback

During the review period from November 24 to December 8, 2022, 50 comments from 45 stakeholders were received via the 'Comments and Questions' box on the Project Website, Project Team voicemail and Project Team email. This number of comments does not include those that were submitted via the live chat function during the PIC #2 webinar itself.

Table 7-3 below summarizes the key questions, comments, issues, and concerns raised during the PIC #2 review period and the Project Team response. Prepared responses were issued directly to the commenter via email.

Table 7-3: PIC #2 Summary Review Period Feedback and Summary Responses

November 24 - December 8, 2022, Comment Theme	Summary of Comments Received	Summary Responses
Project Consultation	<ol style="list-style-type: none"> 1. Inquiries regarding the location of engagement documents with Indigenous communities on Project Website 2. Inquiry regarding the location of 'Feedback Form' and 'Comment and Questions' box 3. Inquiries regarding availability to view recorded live presentation 4. Inquiry regarding timeline of project and municipality input periods 5. Inquiry regarding the term usage of 'might', 'may be considered' instead of 'will' in presentation materials 6. Request Project Team to adjust presentation format as it is suspected that the bullet point size shows level of consideration 7. Request Land Acknowledgement to detail each specific Indigenous Nation for impacted land, and 8. Opposition regarding the use of virtual meeting/Zoom Webinar as participant list is unavailable for participants 	<ol style="list-style-type: none"> 1. Names of Indigenous communities that continue to be consulted and engaged by the Project Team were provided as a list 2. Links and location to the 'Contact Us' page of the Project Website and any direct method/platform to connect were provided 3. Noted that the presentation materials and roll plans are available on Project Website. Link and location of the materials was provided 4. Link to the Schedule on the Project Website was provided for project milestone and dates. The Project Team detailed that the review period is two weeks from November 24 to December 8, 2022 5. Noted that the usage of language/terms are related to the maturity of the mitigation and protection measures determined. The measures will be detailed in the subsequent phases of project as studies progresses 6. Noted that the size of the bullet was organized into key factors include: Transportation and Engineering, Socio-Economic, Natural Environment and Cultural Environment 7. Noted Land Acknowledgement importance and provided a list of

November 24 - December 8, 2022. Comment Theme	Summary of Comments Received	Summary Responses
		<p>Indigenous communities in ongoing engagement and consultation, and</p> <p>8. Noted that the Zoom Webinar does not include a public participation list that can be shared publicly due to the <i>Freedom of Protection of Privacy Act</i>. The number of PIC #2 attendees were provided. Project Contact List and Attendee List were not disclosed due to protection of personal information as noted above.</p>
<p>Natural Environment</p>	<ol style="list-style-type: none"> 1. Inquiries regarding salt, specifically for Highway 404 extension, 9th Line, between Yonge Street/Country Road 4 and 10th Sideroad 2. Inquiries regarding noise mitigation plans 3. Inquiries regarding planting plan/landscape 4. Inquiries regarding SAR and mitigation, and 5. Inquiry regarding project's effect on climate change, contamination, and pollution 	<ol style="list-style-type: none"> 1. Concerns with salt, groundwater, snow disposal and de-icing operations, water quality were addressed with detailed considerations and reflected the following plans: MTO Salt Management Plan, MTO Climate Change Guide, MECP Guidelines on Snow Disposal and De-icing Operations, Stormwater Management Strategy, <i>Lake Simcoe Protection Act</i>, Guidelines on Snow Disposal and De-icing Operations in Ontario and Lake Simcoe Protection Plan. Concerns with salt damage in sensitive areas were addressed with detailed considerations and reflected in The Code of Practice for Environmental Management of Road Salts. Link to The Code of Practice for Environmental

November 24 - December 8, 2022. Comment Theme	Summary of Comments Received	Summary Responses
		<p>Management of Road Salts was provided</p> <ol style="list-style-type: none"> Noted that noise mitigation is not required based on preliminary results, however, noise impacts and mitigation will continue to be assessed as more project information is gathered. A Traffic Noise Impact Assessment is underway and will include timing constraints and equipment management practices, which will be summarized in the Draft EIAR Concerns regarding vegetation and vegetation communities are being assessed and a Terrestrial Ecosystem Existing Conditions and Impact Assessment report as well as a Conceptual Landscape Report is being prepared for this Preliminary Design Study. Details will be further confirmed during subsequent phases Concerns regarding endangered species and its impact have been reviewed with a conservation approach and will be refined as the project progresses. Project Team noted that any required permits and approvals will be sought during subsequent Detail Design phases, and Noted that detailed information regarding the 15 environmental studies and related mitigation policies were provided for climate change, contamination, and pollution. The Project Team noted

November 24 - December 8, 2022. Comment Theme	Summary of Comments Received	Summary Responses
		that the results of the studies will be included in the Draft EIAR.
Socio-economic	Inquiry regarding the anticipated financial loss of farmlands and business in Bradford, East Gwillimbury and Newmarket due to contribution to urban sprawl	Noted that socio-economic impact is included in the evaluation process when selecting Preferred Route alternatives. The contributing key factors include: Transportation and Engineering, Socio-Economic, Natural Environment and Cultural Environment. Impacts to businesses are assessed under the socio-economic factor. Concerns regarding loss of farmlands are being noted that an Agricultural Impact Assessment (AIA) which is being undertaken to the existing standards and with the reference to the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) Draft Agricultural Impact Assessment (AIA) Guidance Document (March 2018).
Noise and Vibration	Inquiry regarding installation of sound barrier and operations in close proximity of Built Heritage sites	Noted that noise mitigation is not required based on preliminary results, however, noise impacts and mitigation will continue to be assessed as more project information is gathered. A Traffic Noise Impact Assessment is underway and results are being confirmed. The Noise Report will also include timing constraints and equipment management practices, which will be summarized in the Draft EIAR. Additionally, a Cultural Heritage is being undertaken as part of the

November 24 - December 8, 2022. Comment Theme	Summary of Comments Received	Summary Responses
		project. Heritage properties impacted by the projected will be reviewed.
Air Quality	Inquiries regarding greenhouse gas emission statistics and reduction evidence.	Noted that an Air Quality Impact Assessment is underway and takes into account the Ministry of the Environment, Conservation and Parks (MECP) Climate Change Guide, MTO's Air Quality Impact Assessment, Provincial Ambient Air Quality Criteria (AAQC), and the Canadian Ambient Air Quality Standards (CAAQS). The Air Quality Impact Assessment will be summarized in the Draft EIAR. The Project Team will continue to work to provide mitigation measures to reduce air quality impacts, wherever feasible.
Traffic	<ol style="list-style-type: none"> 1. Inquiries regarding results of traffic volume studies, congestion studies and mitigation plan, specifically on Highway 401, Don Valley Parkway, 9th Line, between Yonge Street/Country Road 4 and 10th Sideroad, and 2. Inquiry regarding active transportation and improvement 	<ol style="list-style-type: none"> 1. Concerns regarding traffic are considered and details will be noted in a Travel Demand Forecast and Future Conditions 2031/2041 Aimsun Microsimulation Model Analysis. Noted that the corridor is to relieve congestion on existing local roads and stated that the ministry will continuously monitor the traffic conditions and the growth of the area to confirm the corridor is meeting traffic needs of the future, and 2. Noted that the ministry is continuing the conversation with municipalities on how active transportation/trail crossings of the

November 24 - December 8, 2022. Comment Theme	Summary of Comments Received	Summary Responses
		Bradford Bypass can be accommodated. The Active Transportation routes were reflective of the municipal Active Transportation plans and the Transportation Master Plans.
Engineering	<ol style="list-style-type: none"> 1. Inquiry regarding the location of proposed cross-section and elevation plans on Project Website 2. Inquiry regarding alternative route rationale and grade level, specifically in Ravenshoe Road area, Leslie Street Interchange, and between 10th Sideroad and County Road 4 3. Inquiry regarding road surface materials used, structural impact, construction, and operation timeline of properties, specifically properties located between 8th and 9th Line 4. Request to receive detailed mapping of Preferred Preliminary Design Alternatives and roll plans 5. Opposition regarding in location and grade at intersection and crossing roads, and 6. Inquiry regarding the project's use of asphalt technologies 	<ol style="list-style-type: none"> 1. Noted that the location of the project was determined in the 2002 Approved EA. Links and explanation of proposed cross sections regarding elevation changes provided. Furthermore, evaluation process to select a preferred alternative were based on a Reasoned Argument (trade off) method of evaluation based on key factors including: Transportation and Engineering, Socio-Economic, Natural Environment, and Cultural Environment. Links to related reports and materials were provided for more information 2. Links and explanation of proposed cross sections regarding elevation changes provided. Links to Project Website regarding Final ECR provided for preliminary evaluation of the refinement alternatives 3. Noted that the materials and structural options for the highway are under review. Preliminary configurations and design will be determined as the study progresses. Details on road surface have not been determined at this time; however multiple factors will be considered with

November 24 - December 8, 2022. Comment Theme	Summary of Comments Received	Summary Responses
		<p>respect to determining materials to be utilized during the next phase of the project</p> <ol style="list-style-type: none"> Links to Project Website regarding materials and roll plan were provided Noted that the location of the project was determined in the 2002 Approved EA. Grading work is anticipated at the crossing roads. The Project Team will work with municipalities to maintain access through the crossing roads during construction, and Noted that the environment-friendly green technologies such as use of Recycled Aggregate Products (RAP) and Warm Mix Asphalt will be considered or flexible pavement options along the proposed highway platform.
Property Impact	<ol style="list-style-type: none"> Inquiries regarding property impacts and acquisition process Request to confirm Hydro One infrastructure disturbance and impacts, and Inquiries regarding buffer requirements for adjacent properties. 	<ol style="list-style-type: none"> Property owners with properties required to be partially or fully acquired were contacted by Project Team and offered meeting sessions to address any questions and concerns regarding acquisition and timelines in November 2022. The Project Team is available to meet with impacted property owners Noted that there are existing Hydro One infrastructures and the Project Team is currently in coordination with Hydro One's team to integrate Hydro One's requirements and design review

November 24 - December 8, 2022, Comment Theme	Summary of Comments Received	Summary Responses
		<p>comments at key infrastructure crossings, and</p> <p>3. When the highway is constructed the ministry's contractor will install security fencing and complete landscaping within the right-of-way, where required and feasible. This is according to the requirements of the ministry's Corridor Management Manual.</p>
Provincial/ Federal Legislations and Policies	<ol style="list-style-type: none"> 1. Inquiries regarding legal obligation for MTO to meet specific air quality standards, greenhouse gas emission (GHG) targets, and groundwater policies, and 2. Question regarding the specifics of Special Policy Area 6 and 7. 	<ol style="list-style-type: none"> 1. MTO is undertaking 15 environmental studies to update, document, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce potential impacts and meet current environmental legislative requirements. MTO will endeavour to minimize impact on air quality and greenhouse gas emission where possible through design features and construction best management practices. An Air Quality Impact Assessment is underway and takes into account the Ministry of the Environment, Conservation and Parks (MECP) Climate Change Guide, MTO's Air Quality Impact Assessment, Provincial Ambient Air Quality Criteria (AAQC), and the Canadian Ambient Air Quality Standards (CAAQS). The Air Quality Impact Assessment will be summarized in the EIAR, and 2. Noted that Special Policy Area 6 contains land where residential

November 24 - December 8, 2022. Comment Theme	Summary of Comments Received	Summary Responses
		<p>redevelopment is anticipated and permitted through limited, low density infill development. Special Policy Area 7 contains land occupied by the Town of Bradford West Gwillimbury and District Community Centre complex, however a re-visioning study has been undertaken for Special Policy Area 7 which may require a zoning by-law amendment.</p>
Project Planning	<ol style="list-style-type: none"> 1. Opposition towards the provincial government and plans for the project, and 2. Inquiries regarding the scope and cost of the project. 	<ol style="list-style-type: none"> 1. Noted that MTO is undertaking 15 environmental studies to update, document, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce potential impacts and meet current environmental legislative requirements. The Preliminary Design and project specific assessment of environmental impacts for the overall Bradford Bypass Project is anticipated to be completed in 2023. Detail Design and Construction Phases will follow, and 2. Noted that the project specific scope and budget cannot be disclosed to ensure best value is retained and protect the procurement process.
General Interest, Support and Opposition	<ol style="list-style-type: none"> 1. Request to be included in Project Contact List or update contact information for Project Contact List 	<ol style="list-style-type: none"> 1. Project Contact List updated 2. Comment directed to MTO Minister's Office for response via

November 24 - December 8, 2022. Comment Theme	Summary of Comments Received	Summary Responses
	<ul style="list-style-type: none"> 2. Request to publish related news and story 3. Support of project progress and initiatives, and 4. Opposition of project progress, initiatives, and impact. 	<ul style="list-style-type: none"> other MTO communication channels 3. Support towards the project was acknowledged, interest is appreciated, and participation throughout the project was encouraged. Link to the Project Website was provided, and 4. Opposition towards the Project was acknowledged, interest is appreciated, and participation throughout the project was encouraged. Link to the Project Website was provided.

Overall, a total of 208 comments were received from 81 stakeholders starting on November 10, 2022 to December 8, 2022. A copy of the PIC #2 Comment Tracker can be found in **Appendix F**.

Appendix A

Notification Materials

ONTARIO GOVERNMENT NOTICE
NOTICE OF PUBLIC INFORMATION CENTRE #2
HIGHWAY 400 - HIGHWAY 404 LINK (BRADFORD BYPASS)
PRELIMINARY DESIGN & ASSESSMENT OF ENVIRONMENTAL IMPACTS

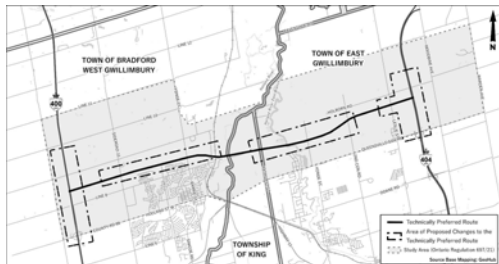
The Study

The Ministry of Transportation has retained AECOM Canada Ltd. to undertake a Preliminary Design and project-specific assessment of environmental impacts in accordance with Ontario Regulation 697/21 for the Bradford Bypass (www.bradfordbypass.ca). Under the regulation, the study is following the streamlined assessment process that adheres to all relevant new and existing provincial and federal regulations and includes environmental commitments from the 2002 Approved Environmental Assessment for preliminary design of the Technically Preferred Route.

The Bradford Bypass will be a 16.2 kilometre, controlled access freeway to connect Highway 400 and Highway 404 with proposed full and partial interchanges, and grade separated crossings. The route extends from Highway 400 between 8th Line and 9th Line in Bradford West Gwillimbury (County of Simcoe), will cross a small portion of King Township, and will connect to Highway 404 between Queensville Sideroad and Holborn Road in East Gwillimbury (Regional Municipality of York).

The current study proposes preliminary design refinements to the route alignment and interchanges, design standard updates to the freeway interchanges, and grade separated crossings at local roads and watercourses, including new bridges over the Holland River and Holland River East Branch. This project will also include design integration with planned work on Highway 400, such as the design development for the replacement of the 9th Line structure on Highway 400.

The key map shows the Study Area, the Technically Preferred Route, as well as areas where changes are proposed to the Technically Preferred Route.



ONTARIO GOVERNMENT NOTICE
NOTICE OF PUBLIC INFORMATION CENTRE #2
HIGHWAY 400 - HIGHWAY 404 LINK (BRADFORD BYPASS)
PRELIMINARY DESIGN & ASSESSMENT OF ENVIRONMENTAL IMPACTS

Public Information Centre #2 (Online / Virtual)

Preliminary design alternatives within the project Study Area have been generated and are being evaluated based on technical and environmental factors, and in engagement with Indigenous Nations and consultation with municipalities, government agencies and public stakeholders, including feedback from Public Information Centre (PIC) #1. The preferred preliminary design alternatives will be presented at PIC #2.

PIC #2 will be hosted virtually on **November 24th, 2022 from 7:00 p.m. to 9:00 p.m.**, Eastern Standard Time (EST) through the Zoom platform where you will be able to learn more about the preliminary design study and assessment of environmental impacts. At the beginning of the live event, the Project Team will provide an overview of the project followed by a live comment and response period. Registration is required to participate in the live event for PIC #2 and can be completed on the Project Website (<http://www.bradfordbypass.ca/consultation/>). Event call-in details will be made available on the Project Website the day of PIC #2.

The PIC #2 materials will be made available on the Project Website for a two-week stakeholder review period beginning the morning of **November 24, 2022** and ending on **December 8, 2022**.

A PIC #2 Comment Form can be found online on the Project Website on November 24, 2022 until December 8, 2022.

As part of the project-specific assessment of environmental impacts under the regulation, and following PIC #2, the ministry will prepare and file a draft Environmental Impact Assessment Report (EIAR). The draft EIAR will be made available for public review and comment, and will be posted to the Project Website, in accordance with Section 26 of Ontario Regulation 697/21.

CONTACT US

To obtain additional information or to be placed on the Project Contact List, please contact the Project Team via one of the methods below:

Email: ProjectTeam@BradfordBypass.ca

Telephone: 1-877-247-6036

Wan Chi Ma, P. Eng
MTO Senior Project Manager
Ministry of Transportation
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

Tim Sorochinsky, P. Eng
Consultant Project Manager
AECOM Canada Ltd.
105 Commerce Valley Drive West, 7th Floor
Markham, ON L3T 7W3

There is an opportunity at any time during the study for interested persons to provide input to the Project Team regarding the study. Comments are being collected to assist the ministry in meeting the requirements of the Ontario Regulation 697/21. This material will be maintained on file for use during the study and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. If there are any accessibility requirements in order to participate in this study, please contact one of the Project Team members listed above.

projectteam@bradfordbypass.ca

From: projectteam@bradfordbypass.ca
Sent: Thursday, November 10, 2022 10:01 AM
To: 'projectteam@bradfordbypass.ca'
Subject: Ontario Ministry of Transportation: Notice of Public Information Centre #2
Attachments: BBP_LTR_Stakeholder.pdf; OGN_BBPD_PIC2_November 10.pdf

To Whom It May Concern:

Please find attached a letter for the *Notice of Public Information Centre (PIC) #2* for the Bradford Bypass. A copy of the Ontario Government Notice is also attached.

Please let us know if you have any questions or concerns.

Sincerely,

The Bradford Bypass Project Team

Email: projectteam@bradfordbypass.ca

Toll-Free: 1 (877) 247-6036

You are receiving this email because you have contacted the Bradford Bypass Project Team and/or are on the contact list for the Bradford Bypass Preliminary Design Study. At any time, you may unsubscribe or update your contact information by emailing projectteam@bradfordbypass.ca.



AECOM Canada Ltd.
105 Commerce Valley Drive West
Markham, ON L3T 7W3
Canada

T: 905.418.1400
F: 905.784.1174
www.aecom.com

November 10, 2022

To Whom It May Concern:

**RE: Notice of Public Information Centre (PIC) #2
Highway 400 – Highway 404 Link (Bradford Bypass)
Preliminary Design and Assessment of Environmental Impacts
Ontario Ministry of Transportation**

The purpose of this letter is to notify you that the Public Information Centre #2 will be hosted virtually on November 24th, 2022 from 7:00 p.m. to 9:00 p.m. Eastern Standard Time (EST).

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Public Information Centre #2 (Online / Virtual)

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PIC #2 is being hosted virtually through the Zoom platform where you will be able to learn more about the preliminary design study and assessment of environmental impacts.



Public Information Centre (PIC) #2 will be hosted virtually on **November 24th, 2022 from 7:00 p.m. to 9:00 p.m.**, Eastern Standard Time (EST) through the Zoom platform where you will be able to learn more about the preliminary design study and assessment of environmental impacts. At the beginning of the live event, the Project Team will provide an overview of the project followed by a live comment and response period. Registration is required to participate in the live event for PIC #2 and can be completed on the Project Website (<http://www.bradfordbypass.ca/consultation/>). Event call-in details will be made available on the Project Website the day of PIC #2.

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The Project Team encourages you to attend PIC #2 where you will be able to learn more about key topics and receive additional project information.

A PIC #2 Comment Form can be found online on the Project Website on November 24, 2022 until December 8, 2022.

As part of the project-specific assessment of environmental impacts under Ontario Regulation 697/21 and the 2002 Approved Environmental Assessment, the ministry will prepare and file a draft Environmental Impact Assessment Report (EIAR). The draft EIAR will be made available for public review and comment, and will be posted to the Project Website, in accordance with Section 26 of Ontario Regulation 697/21.

Contact Us

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Email: ProjectTeam@BradfordBypass.ca

Telephone: 1-877-247-6036

Comments are being collected to assist the ministry in meeting the requirements of the Ontario Regulation 697/21. This material will be maintained on file for use during the study and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c. F.31*. With the exception of personal information, all comments will become part of the public record. If there are any accessibility requirements in order to participate in this project, please contact the Project Team as listed above.

We thank you for your participation and interest in the Preliminary Design and project-specific assessment of environmental impacts for the Bradford Bypass, and look forward to your involvement.

Sincerely,
AECOM



Tim Sorochinsky, P.Eng.
AECOM Project Manager

cc. W. Ma – Ministry of Transportation Senior Project Manager
A. MacLean – Ministry of Transportation Project Manager
R. Larivière – Ministry of Transportation Project Manager
R. Gribbon – MTO Senior Environmental Planner
R. Sheikh – AECOM Deputy Project Manager
H. Wright – AECOM Senior Environmental Planner
M. Atherton – AECOM Environmental Planner

Encl. Ontario Government Notice

projectteam@bradfordbypass.ca

From: projectteam@bradfordbypass.ca
Sent: Thursday, November 10, 2022 9:54 AM
To: 'donna.biqcanoe@georginaisland.com'
Cc: 'MacLean, Alex (MTO)'; 'Lariviere, Rebecca (MTO)'; 'Gibbon, Rhonda (MTO)'; 'Ma, WanChi (MTO)'; Sorochinsky, Tim; Sheikh, Riyaz; Wright, Holly; Atherton, Madeleine
Subject: Ontario Ministry of Transportation: Notice of Public Information Centre #2
Attachments: BBP-LTR-ChippewasofGeorginaIslandFirstNation-Cance_D.pdf; OGN_BBPD_PIC2_November 10.pdf

Dear <<Indigenous Nations Contact Name>>,

Please find attached a letter for the *Notice of Public Information Centre (PIC) #2* for the Bradford Bypass. A copy of the Ontario Government Notice is also attached.

Please let us know if you have any questions or concerns.

Sincerely,

The Bradford Bypass Project Team

Email: projectteam@bradfordbypass.ca

Toll-Free: 1 (877) 247-6036

You are receiving this email because you have contacted the Bradford Bypass Project Team and/or are on the contact list for the Bradford Bypass Preliminary Design Study. At any time, you may unsubscribe or update your contact information by emailing projectteam@bradfordbypass.ca.

Ministry of Transportation

Project Delivery Section
Design and Engineering Branch

Transportation Infrastructure
Management Division
4th Floor
159 Sir William Hearst Avenue
Toronto ON M3M 0B7
Tél.: 416 235-5581
Fax: 416 235-3576

Ministère des Transports

Section de la mise en œuvre des projets
Direction de conception et d'ingénierie

Division de la gestion de l'infrastructure
de transport
4e étage
159, avenue Sir William Hearst
Toronto ON M3M 0B7
Tél. : 416 235-5581
Télec. : 416 325-3576



November 10, 2022

<<Indigenous Nation Contact Name>>

<<Indigenous Nation>>

<<Office>>

<<Address Line 1>>

<<Address Line 2>>

<<Email Address >>

Dear <<Greetings>>:

**RE: Notice of Public Information Centre (PIC) #2
Highway 400 – Highway 404 Link (Bradford Bypass)
Preliminary Design and Assessment of Environmental Impacts
Ontario Ministry of Transportation**

The purpose of this letter is to notify you that the Public Information Centre #2 will be hosted virtually on November 24th, 2022 from 7:00 p.m. to 9:00 p.m. Eastern Standard Time (EST).

The Study

The Ministry of Transportation has retained AECOM Canada Ltd. to undertake a Preliminary Design and project-specific assessment of environmental impacts in accordance with Ontario Regulation 697/21 for the Bradford Bypass (www.bradfordbypass.ca). Under the regulation, the study is following the streamlined assessment process that adheres to all relevant new and existing provincial and federal regulations and includes environmental commitments from the 2002 Approved Environmental Assessment for preliminary design of the Technically Preferred Route.

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The current study proposes preliminary design refinements to the route alignment and interchanges, design standard updates to the freeway interchanges, and grade separated crossings at local roads and watercourses, including new bridges over the Holland River and Holland River East Branch.

This project will also include design integration with planned work on Highway 400, such as the design development for the replacement of the 9th Line structure on Highway 400. The key map on the enclosed *Ontario Government Notice* shows the Study Area, the Technically Preferred Route, as well as areas where changes are proposed to the Technically Preferred Route.

Public Information Centre #2 (Online / Virtual)

Preliminary design alternatives within the project Study Area have been generated and are being evaluated based on technical and environmental factors, and in engagement with Indigenous Nations and consultation with municipalities, government agencies and public stakeholders, including feedback from Public Information Centre (PIC) #1. The preferred preliminary design alternatives will be presented at PIC #2.

PIC #2 will be hosted virtually on **November 24th, 2022 from 7:00 p.m. to 9:00 p.m.**, Eastern Standard Time (EST) through the Zoom platform where you will be able to learn more about the preliminary design study and assessment of environmental impacts. At the beginning of the live event, the Project Team will provide an overview of the project followed by a live comment and response period. Registration is required to participate in the live event for PIC #2 and can be completed on the Project Website (<http://www.bradfordbypass.ca/consultation/>). Event call-in details will be made available on the Project Website the day of PIC #2.

The PIC #2 materials will be made available on the Project Website for a two-week stakeholder review period beginning the morning of **November 24, 2022** and ending on **December 8, 2022**. Comments from Indigenous Nations are not restricted to this time period and will be received at any time.

The Project Team encourages you and your Nation to attend PIC #2 where you will be able to learn more about key topics and receive additional project information. A specific Indigenous session will be held the morning of November 24, 2022. The ministry will be available to make alternate arrangements on request if Nations cannot attend on November 24.

A PIC #2 Comment Form can be found online on the Project Website on November 24, 2022 until December 8, 2022.

As part of the project-specific assessment of environmental impacts under the Ontario Regulation 697/21 and 2002 Approved Environmental Assessment, the ministry will prepare and file a draft Environmental Impact Assessment Report (EIAR). The draft EIAR will be made available for public review and comment, and will be posted to the Project Website, in accordance with Section 26 of Ontario Regulation 697/21.

The ministry recognizes that Indigenous partners are prioritizing COVID-19 responses to protect the health and well-being of their Nations, and as a result, this may impact their ability to respond to ministry projects. The ministry remains committed to fulfilling its duty to consult requirements and will endeavour to accommodate requests to delay, postpone or suspend consultation discussions at this time.

Comments are being collected to assist the ministry in meeting the requirements of the Ontario Regulation 697/21. This material will be maintained on file for use during the study and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c. F.31*. With the exception of personal information, all comments will become part of the public record. If there are any accessibility requirements in order to participate in this project, please contact the Senior Project Manager as noted below.

For direct communication with the ministry, please contact me by phone at (437) 776-8026 or by email at WanChi.Ma@ontario.ca. Please feel free to contact us to request a meeting to discuss any of the materials or project details. We thank you for your participation and interest in the Preliminary Design and project-specific assessment of environmental impacts for the Bradford Bypass and look forward to your involvement.

Sincerely,

Wan Chi Ma
MTO Senior Project Manager

cc. A. MacLean – Ministry of Transportation Project Manager
R. Larivière – Ministry of Transportation Project Manager
R. Gribbon – MTO Senior Environmental Planner
T. Sorochinsky – AECOM Project Manager
R. Sheikh – AECOM Deputy Project Manager
H. Wright – AECOM Senior Environmental Planner
M. Atherton – AECOM Environmental Planner

Encl. *Ontario Government Notice*

projectteam@bradfordbypass.ca

From: Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>
Sent: Friday, November 18, 2022 4:21 PM
To: projectteam@bradfordbypass.ca; qreqqarratt63@gmail.com
Cc: MacLean, Alex (MTO); Lariviere, Rebecca (MTO); Gribbon, Rhonda (MTO); Sorochinsky, Tim; Sheikh, Riyaz; Wright, Holly; Atherton, Madeleine
Subject: RE: Ontario Ministry of Transportation: Notice of Public Information Centre #2

Dear <<Indigenous Nations Contact Name>>>,

As noted in the Notice of Public Information Centre (PIC) #2 letter issued to your Indigenous Community on November 10, 2022, we would like to invite you to participate in an advanced showing of the PIC #2 materials on **November 24th, 2022 from 9:30 a.m to 11:30 a.m** for the proposed Highway 400 – Highway 404 Link (Bradford Bypass).

The focus of this advanced showing of the PIC #2 materials is to review and discuss the outcome of the evaluation of alternatives and to share the overall Recommended Plan for the project. During the meeting we wish to share input, ideas, and discuss recommended mitigation measures and potential environmental commitments for future design and construction stages and address any questions or concerns your Community may have.

The Ministry of Transportation has retained AECOM Canada Ltd. to undertake a Preliminary Design and project-specific assessment of environmental impacts in accordance with Ontario Regulation 697/21 for the Bradford Bypass (www.bradfordbypass.ca). Under the regulation, the study is following the streamlined assessment process that adheres to all relevant new and existing provincial and federal regulations and includes environmental commitments from the 2002 Approved Environmental Assessment for preliminary design of the Technically Preferred Route.

Preliminary design alternatives within the project Study Area have been generated and are being evaluated based on technical and environmental factors, and in engagement with Indigenous Nations and consultation with municipalities, government agencies and public stakeholders, including feedback from Public Information Centre (PIC) #1. The preferred preliminary design alternatives will be presented at PIC #2.

If you are unable to attend this meeting, the Project Team encourages you and your Community to attend PIC #2 on November 24th from 7:00 p.m to 9:00 p.m. The Ministry will also be available to make alternate arrangements on request if your Community cannot attend on November 24, 2022.

Please let us know if you have any questions or concerns.

We look forward to meeting with you.

Sincerely,
Wan Chi Ma, P.Eng.
Senior Project Engineer | Project Delivery
Highway Engineering
Ministry of Transportation
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7
Work Cell No. (437) 776-8026
✉ wanchi.ma@ontario.ca

projectteam@bradfordbypass.ca

From: projectteam@bradfordbypass.ca
Sent: Thursday, November 10, 2022 10:02 AM
To: 'caroline.mulroneyc@pc.ola.org'
Cc: 'MacLean, Alex (MTO)'; 'Lariviere, Rebecca (MTO)'; 'Gibbon, Rhonda (MTO)'; 'Ma, WanChi (MTO)'; Sorochinsky, Tim; Sheikh, Riyaz; Wright, Holly; Atherton, Madeleine
Subject: Ontario Ministry of Transportation: Notice of Public Information Centre #2
Attachments: BBP-LTR-MPP_Mulroney_C.pdf; OGN_BBPD_PIC2_November 10.pdf

Dear <<MP/MPP Name>>,

Please find attached a letter for the *Notice of Public Information Centre (PIC) #2* for the Bradford Bypass. A copy of the Ontario Government Notice is also attached.

Please let us know if you have any questions or concerns.

Sincerely,

The Bradford Bypass Project Team

Email: projectteam@bradfordbypass.ca

Toll-Free: 1 (877) 247-6036

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Ministry of Transportation

Project Delivery Section
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4th Floor159 Sir William Hearst Avenue
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Ministère des Transports

Section de la mise en œuvre des projets
Direction de conception et d'ingénierieDivision de la gestion de l'infrastructure
de transport
4e étage159, avenue Sir William Hearst
Toronto ON M3M 0B7
Tél. : 416 235-5581
Télé. : 416 325-3576

November 10, 2022

<<MP/MPP Name>>

<<Organization>>

<<Address Line 1>>

<<Address Line 2>>

<<Email Address>>

Dear <<Greetings>>:

**RE: Notice of Public Information Centre (PIC) #2
Highway 400 – Highway 404 Link (Bradford Bypass)
Preliminary Design and Assessment of Environmental Impacts
Ontario Ministry of Transportation**

The purpose of this letter is to notify you that the Public Information Centre #2 will be hosted virtually on November 24th, 2022 from 7:00 p.m. to 9:00 p.m. Eastern Standard Time (EST).

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including feedback from Public Information Centre (PIC) #1. The preferred preliminary design alternatives will be presented at PIC #2.

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The Project Team encourages you to attend PIC #2 where you will be able to learn more about key topics and receive additional project information.

A PIC #2 Comment Form can be found online on the Project Website on November 24, 2022 until December 8, 2022. The materials will remain on the Project Website. The enclosed *Ontario Government Notice* will appear in the following local newspapers on Thursday November 10, 2022:

- **Bradford West Gwillimbury Topic**
- **East Gwillimbury Express**

As part of the project-specific assessment of environmental impacts under Ontario Regulation 697/21 and 2002 Approved Environmental Assessment, the ministry will prepare and file a draft Environmental Impact Assessment Report (EIAR). The draft EIAR will be made available for public review and comment and will be posted to the Project Website, in accordance with Section 26 of Ontario Regulation 697/21.

Comments are being collected to assist the ministry in meeting the requirements of Ontario Regulation 697/21. This material will be maintained on file for use during the study and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c. F.31*. With the exception of personal information, all comments will become part of the public record. If there are any accessibility requirements in order to participate in this project, please contact the Senior Project Manager as noted below.

For direct communication with the ministry, please contact me by phone at (437) 776-8026 or by email at WanChi.Ma@ontario.ca. We thank you for your participation and interest in the Preliminary Design and project-specific assessment of environmental impacts for the Bradford Bypass and look forward to your involvement.

Sincerely,


Wan-Chi Ma
 MTO Senior Project Manager

cc. A. MacLean – Ministry of Transportation Project Manager
 R. Larivière – Ministry of Transportation Project Manager
 R. Gribbon – MTO Senior Environmental Planner
 T. Sorochinsky – AECOM Project Manager
 R. Sheikh – AECOM Deputy Project Manager
 H. Wright – AECOM Senior Environmental Planner
 M. Atherton - AECOM Environmental Planner
 Encl. *Ontario Government Notice*

PIC #2 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 from PIC #2 are included in the Project Information File.

Appendix B

PIC#2 Webinar Presentation Slide Deck



Highway 400 to Highway 404 Link (Bradford Bypass)

Public Information Centre #2

November 24, 2022
7:00 – 9:00 p.m.

We will begin shortly. This is a webinar platform, which allows you to see and hear the presenters. A message function is available in the Zoom meeting to participate and provide feedback.

Webinar Housekeeping



- Attendees will be muted; please participate and ask your questions using the message function
- If you have any technological issues, please also use the message function
- Any comments or feedback received during this webinar will be included in the record of consultation for the project. Questions received will be provided with a response
- A Question and Answer period will follow the main presentation.



Welcome and Introduction

Public Information Centre #2
Highway 400 to Highway 404 Link (Bradford Bypass)



Land Acknowledgement

Although there are people from across Ontario on this call, I would like to acknowledge that MTO's Central Region and specifically the Bradford Bypass Project is geographically located in an area that is rich in Indigenous history, and that there are many groups, that have resided in, and travelled through the region since time immemorial. Due to the virtual nature of this presentation MTO encourages all attendees to learn whose Treaty and traditional territory in which their home and work location are situated.



Agenda

- Welcome and Introduction
- Purpose of Public Information Centre #2 (PIC #2)
- Overview and Study Process
- Consultation
- Outcome of Alternatives Evaluation
- The Recommended Plan
- Environmental Studies
- Next Steps
- Question and Answer Period.

Introductions



Wan Chi Ma
Senior Project Manager
MTO



Alex MacLean
Project Manager
MTO



Rebecca Lariviere
Project Manager
MTO



Rhonda Gribbon
Environmental Planner
MTO



Jordan Lee
Environmental Planner
MTO



Tim Sorochinsky
Project Manager
AECOM



Riyaz Sheikh
Deputy Project Manager
AECOM



Nico Valenton
Highway Engineer
AECOM



Mir Hyder
Highway Engineer
AECOM



Holly Wright
Environmental Planner
AECOM



Madeleine Atherton
Environmental Planner
AECOM

Purpose of PIC #2

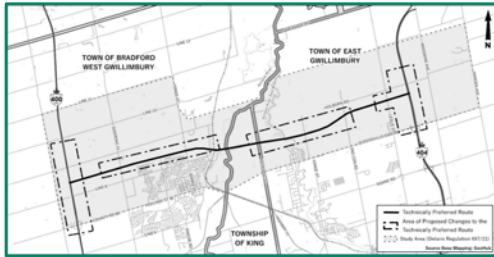


- Project overview and update
- Summarize the evaluation of alternatives and present the Recommended Plan
- Summarize environmental impacts and proposed mitigation measures
- Discuss next steps of the project
- Following PIC #2, comments can be provided for a two-week period from **November 24 – December 8** via the comment form on the Project Website, by emailing the Project Team (projectteam@bradfordbypass.ca), or call us at 1-877-247-6036.



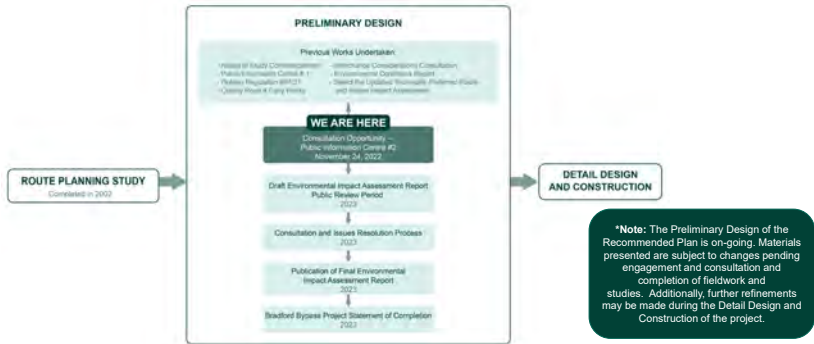
Bradford Bypass Project Overview

- The project is referred to as Highway 400 to Highway 404 Link (Bradford Bypass)
- The Bradford Bypass is a 16.9 km, controlled-access freeway between Highway 400 and Highway 404
- The project is based on the 2002 Approved Environmental Assessment Alignment
- Located within Simcoe County and Regional Municipality of York.



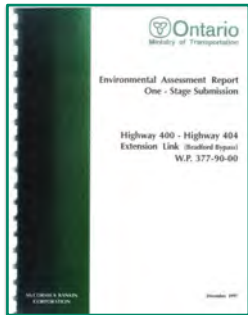
Please provide us with your input!

Study Process and Schedule



Ontario Reg. 697/21: Bradford Bypass Project

- This Study has been following the streamlined assessment process as set out in Ontario Regulation 697/21 (October 7, 2021), including:
 - Consultation and engagement
 - Generation and evaluation of alternatives
 - Field investigations, preliminary impact assessment and development of mitigation
 - Preparation of Environmental Conditions Report and Environmental Impact Assessment Report
- Continue to engage and consult with Indigenous Nations, Regulatory Agencies, Local and Regional Municipalities and other concerned stakeholders.



Project Consultation Activities

Activity	Timeline
Notice of Study Commencement	September 24, 2020
Ontario Regulation 697/21	October 7, 2021
Public Information Centre #1	Held virtually in April 22 to May 18 2021
Draft County Road 4 Early Works Report Public Review Period	January 13 to February 12, 2022
Notice of Publication of Final Early Works Report	March 21, 2022
Preliminary Design Interchange Consultation Event	April 21 - May 5, 2022
Draft ECR Public Review Period	August 12 – September 16, 2022
County Road 4 Final Early Works Report Addendum	September 6, 2022
Notice of Publication of Final ECR	October 27, 2022
PIC #2	November 24, 2022
Draft and Final Environmental Impact Assessment Report	Anticipated 2023

Ongoing engagement with Indigenous Nations and consultation with the public, key stakeholders, Regulatory Agencies, and Local and Regional Municipalities throughout the project

We are here

Overview of PIC #1

- PIC #1 was held virtually in April and May 2021:
 - Information posted on the Project Website on April 22, 2021 for public review and comment
 - Webinar on May 18, 2021.
- PIC #1 presented and sought input on:
 - Evaluation alternatives and process
 - Mainline and interchange design refinements
 - Environmental considerations, protection and mitigation measures.

Feedback is summarized in Environmental Conditions Report **Section 4.6.1.2**
(Summary of Feedback Received)

- Key feedback received included concerns or questions regarding:
 - Impacts to the natural and socio-economic environments
 - Design of the proposed interchanges
 - Environmental review process
 - Engagement with Indigenous Nations and the public consultation process
 - Property impacts
 - Navigation along the Holland River.

Overview of Preliminary Design Interchange Considerations for 10th Sideroad and 2nd Concession Road

- Interchange Consultation Event was held virtually in April and May 2022:
 - Information posted on the Project Website between April 22, 2022 and May 5, 2022.
- The Interchange Consultation Event presented and sought input on:
 - Preliminary Design alternatives for the interchanges at 10th Sideroad and 2nd Concession Road.

Feedback is summarized in Environmental Conditions Report **Section 4.6.2.2**
(Summary of Feedback Received)

- Key feedback received included concerns or questions regarding:
 - Impacts to the natural, socio-economic and cultural environments
 - Design of the interchanges at 10th Sideroad and 2nd Concession Road
 - Property impacts
 - Public consultation activities.

Overview of the Environmental Conditions Report

- Per the O.Reg. an Environmental Conditions Report was prepared to document an update to focus on environmental conditions within the Study Area
- Draft Environmental Conditions Report Public Review Period
- Key feedback received on the Draft Environmental Conditions Report included, but is not limited, to questions and concerns regarding:
 - Property impacts
 - Impacts to the natural, socio-economic and cultural environments
 - Project timelines, engagement with Indigenous Nations and public consultation activities
 - Evaluation of alternatives
 - Impacts to traffic
 - Interchange design.
- Existing conditions information for various disciplines is documented in the Final Environmental Conditions Report, available on the Project Website
- Impacts and mitigation measures will be documented in the Environmental Impact Assessment Report.



Impact Assessments

- The Ministry is undertaking 15 environment impact studies which will meet current environmental legislative requirements applicable to the project
- The results of these studies will be summarized in the Environmental Impact Assessment Report.

- Agricultural Impact Assessment
- Air Quality Impact Assessment
- Cultural Heritage Assessment
- Erosion and Sediment Control Risk Assessment
- Groundwater Impact Assessment
- Noise and Vibration Impact Assessment
- Preliminary Landscape Composition Plan
- Snowdrift Assessment

- Archaeological Assessment
- Stormwater Management
- Fish and Fish Habitat Existing Conditions and Impact Assessment
- Fluvial Geomorphology
- Land Use and Property Impact Assessment
- Terrestrial Ecosystems Existing Conditions and Impact Assessment
- Waste and Excess Materials Management Plan



Overview of Benefits

- Building infrastructure is a critical part of Ontario's long-term economic plan, and even more important to our economic recovery from the COVID-19 pandemic
- The Bradford Bypass would create jobs during construction and once completed would help connect people to major employment centres and attract more businesses to the area, creating and sustaining good local jobs
- As a major freeway connection, the Bradford Bypass would also help goods travel faster to — and through — the Greater Toronto Area, boosting Ontario and Canada's economy
- Motorists and trucks are anticipated to see significant savings in travel time when using the Bradford Bypass compared to existing routes along local roads up to approximately 35 minutes.

Overview of Benefits



Traffic Operations – Without Bradford Bypass



Traffic Operations – With Bradford Bypass

Environmental Considerations

Natural Environment	Socio-Economic Environment	Cultural Environment
<ul style="list-style-type: none">• Fish and Fish Habitat• Terrestrial Ecosystems• Wildlife Crossings• Species at Risk• Environmentally Significant Features• Groundwater• Surface Water (Drainage & Hydrology)• Drinking Water• Fluvial Geomorphology• Greenways and Open Space Linkages• Climate Change	<ul style="list-style-type: none">• Aesthetics and Landscaping• Noise, Vibration and Air Quality• Contamination and Property Waste• Residential Property• Agricultural Lands• Land Use (Policy Areas, Designated Areas)• Approved Plans and Policies• Snowdrift	<ul style="list-style-type: none">• Indigenous Nations and Treaty Rights• Archaeological Resources• Built Heritage and Cultural Landscapes

Engineering Considerations

Freeways	Structural	Other
<ul style="list-style-type: none">• Interchange configurations and Highway Geometrics• Grading considerations• Traffic Volume (demand)• Traffic Operations (Level of Service)• Traffic Operating Speed (design speeds)• Safety• Traffic Staging• Constructability	<ul style="list-style-type: none">• Bridges, Culverts & Structural Design• Retaining Walls & Noise Barrier Walls• Foundations & Geotechnical• Navigability• Constructability• Traffic Staging	<ul style="list-style-type: none">• Utilities• Drainage and Stormwater Management• Costs• Property Impacts• Active Transportation• Traffic Management Systems• Illumination / Traffic signals• Pavement Engineering

Overview of the Selected Interchanges

- The 2002 Approved EA identified County Road 4, Bathurst Street, and Leslie Street as the preferred interchange locations
- In consultation with the municipalities, requests from the Town of Bradford West Gwillimbury and Town of East Gwillimbury were made to consider interchanges at 10th Sideroad and 2nd Concession Road
- A feasibility assessment was conducted evaluating nine interchange location scenarios to determine the best interchange configuration through the Bradford Bypass corridor
- The evaluation was conducted in accordance with satisfying the study objective to improve connectivity of the study area between Highway 400 and Highway 404, facilitating the improvement of traffic operations and movement of goods
- Consideration included interchange utilization, overall network delay, out of way travel, environmental considerations and constraints, and preliminary costs
- It was determined that interchanges at 10th Sideroad, County Road 4, Bathurst Street, 2nd Concession Road, and Leslie Street would be included as part of the Study
- While the Study will seek approval for all five interchange locations, a phased implementation of these interchanges may be considered pending further design development and consultation in subsequent design stages.

Development of Alternatives and Evaluation Process

Refinements and alternatives were developed for:

- Areas along the Bradford Bypass mainline including design refinements
- Freeway-to-Freeway Interchange configurations
- Sideroad Interchanges configurations.

Refinements and alternatives were evaluated using:

- A Reasoned Argument (trade-off) method of evaluation was used to identify the advantages and select the preferred refinements and alternatives
- Key factors considered included: Transportation and Engineering, Socio-Economic, Natural Environment and Cultural Environment
- In the slides that follow, the circles are reflective of the following:
 - - Preferred
 - ◐ - Moderately Preferred
 - - Least Preferred

Evaluation Summary – Highway 400 Freeway to Freeway Interchange

- Four freeway to freeway interchange design alternatives were generated and evaluated at Highway 400



Alternative 1 – 750m Radius Ramps with Basketweave to County Road 88



Alternative 2 – 440m Radius 400 Southbound to Bradford Bypass Eastbound and 400 Northbound to Bradford Bypass Eastbound Ramp with Basketweave to County Road 88



Alternative 3 – 525m Radius Bradford Bypass to 400 Southbound Ramp with Lanes to County Road 88



Alternative 4 – Dual Curve Bradford Bypass to 400 Southbound with Lanes to County Road 88

Evaluation Summary – Highway 400 Freeway to Freeway Interchange

Criteria	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Highway Engineering	○	◐	●	◐
Traffic Operations	◐	◐	●	●
Structural Engineering	○	◐	●	●
Environment	○	◐	●	◐
Natural	○	◐	●	●
Socio-Economic	○	◐	●	●
Cultural	●	●	●	◐
Overall Summary	○	○	●	◐

Legend: ● - Preferred ◐ - Moderately Preferred ○ - Least Preferred

Overall, **Alternative 3** is recommended as the preferred alternative.

- ✓ Provides connectivity to County Road 88 from the Bradford Bypass and Highway 400
- ✓ Consistent ramp radii

- ✓ Less additional property then Alternative 1 & 2
- ✓ Less land parcels impacted overall
- ✓ Environmentally preferred

Evaluation Summary – Between 10th Sideroad and County Road 4

- Three alignment design alternatives were generated and a total of four design alternatives including the base case were evaluated at the Bradford Hill site.



2002 Approved EA (Base Case)



Alternative 1 – 1700m Radii Curves



Alternative 2 – 1700m and 1300m Radii Curves



Alternative 3 – 1300m Radii Curves

Evaluation Summary – Between 10th Sideroad and County Road 4

Criteria	Base Case	Alternative 1	Alternative 2	Alternative 3
Highway Engineering	○	◐	●	◐
Traffic Operations	●	●	●	●
Structural Engineering	●	○	◐	◐
Environment	◐	○	●	◐
Natural	◐	○	●	◐
Socio-Economic	◐	○	◐	●
Cultural	○	●	●	◐
Overall Summary	◐	○	●	◐

Legend: ● - Preferred ◐ - Moderately Preferred ○ - Least Preferred

Overall, **Alternative 2** is recommended as the preferred alternative.

- ✓ Avoids archaeological site
- ✓ Mitigates impacts to the County Road 4 Early Works design
- ✓ Provides required geometric standards while mitigating impacts to adjacent current and future land uses

Evaluation Summary – East Holland River

- Two alignment design alternatives were generated and a total of three design alternatives including the base case were evaluated at the Holland River East Branch.



Alternative 1 – 2002 Approved EA Alignment (Base Case)



Alternative 2 – Curved Transition



Alternative 3 – Tangent Transition

Evaluation Summary – Holland River East Branch

Criteria	Alternative 1	Alternative 2	Alternative 3
Highway Engineering	○	●	⦿
Traffic Operations	●	●	●
Structural Engineering	●	⦿	○
Environment	○	●	⦿
Natural	●	⦿	○
Socio-Economic	⦿	●	●
Cultural	⦿	●	●
Overall Summary	○	●	⦿

Legend: ● - Preferred ⦿ - Moderately Preferred ○ - Least Preferred

Overall, **Alternative 2** is recommended as the preferred alternative.

- ✓ Best mitigates impacts to river sinuosity, in-water footprint of the structure, recreational activities, archaeological sites, and associated design complexities

Evaluation Summary – Hydro Towers

- Two alignment design alternatives were generated and a total of three design alternatives including the base case were evaluated at the hydro towers west of Leslie Street.



Alternative 1 – Relocation of Hydro Towers
(2002 Approved EA Base Case)



Alternative 2 – Realignment of Bradford Bypass
Eastbound and Westbound to the North



Alternative 3 – Realignment of Bradford Bypass
Eastbound to the South and Westbound to the North

Evaluation Summary – Hydro Towers

Criteria	Alternative 1	Alternative 2	Alternative 3
Highway Engineering	○	●	◐
Traffic Operations	●	●	○
Structural Engineering	○	●	○
Environment	●	◐	○
Natural	●	◐	○
Socio-Economic	●	◐	○
Cultural	●	○	◐
Overall Summary	◐	●	○

Legend: ● - Preferred ◐ - Moderately Preferred ○ - Least Preferred

Overall, **Alternative 2** is recommended as the preferred alternative.

- ✓ Avoids costly and complex relocation of hydro towers
- ✓ Land parcels impacted consistent with other alternatives

- ✓ Avoids undesirable utility maintenance access roads in the highway median

Evaluation Summary – Highway 404 Freeway to Freeway Interchange

- Four freeway to freeway interchange design alternatives were generated and evaluated at Highway 404.



Alternative 1 – Extend Two Lane Ramp from Bradford Bypass Eastbound Ramp to Queensville Sideroad Ramp



Alternative 2 – Extend Two Lane Ramp from Bradford Bypass Eastbound Ramp and Close Queensville Sideroad Ramp



Alternative 3 – Extend One Lane from Bradford Bypass Eastbound Ramp to Queensville Sideroad Ramp



Alternative 4 – Basketweave Ramp Connection to Queensville

Evaluation Summary – Highway 404 Freeway to Freeway Interchange

Criteria	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Highway Engineering	●	○	●	●
Traffic Operations	●	●	○	●
Structural Engineering	●	●	●	○
Environment	●	●	●	○
Natural	●	●	●	○
Socio-Economic	●	●	●	○
Cultural	●	●	●	○
Overall Summary	●	○	●	○

Legend: ● - Preferred ● - Moderately Preferred ○ - Least Preferred

Overall, **Alternative 1** is recommended as the preferred alternative.

✓ Provides connectivity to Queensville Sideroad from Bradford Bypass and Highway 404

✓ Property requirements consistent with other alternatives
✓ Environmentally preferred

Evaluation Summary – 10th Sideroad Interchange

- Three interchange design alternatives were generated and evaluated at 10th Sideroad.

Preferred



Alternative 1 – Parco A4 Interchange



Alternative 2 – Parco AB Interchange



Alternative 3 – Partial Parco A Diamond Interchange

Evaluation Summary – 10th Sideroad Interchange

Criteria	Alternative 1	Alternative 2	Alternative 3
Highway Engineering	●	◐	○
Traffic Operations	●	◐	○
Structural Engineering	●	●	●
Environment	○	◐	●
Natural	○	◐	●
Socio-Economic	○	●	●
Cultural	○	◐	●
Overall Summary	●	◐	○

Legend: ● - Preferred ◐ - Moderately Preferred ○ - Least Preferred

Overall, **Alternative 1** is recommended as the preferred alternative.

- ✓ Most common interchange configuration facilitating all movements
- ✓ Highest interchange capacity
- ✓ Lowest conflicting vehicle movements at ramps
- ✓ Provides opportunities for a carpool lot with minimal complexities

Evaluation Summary – County Road 4 Interchange

- MTO retained AECOM to undertake the design and assessment process in accordance with Ontario Regulation 697/21 for the County Road 4 Early Works
- The County of Simcoe completed an Environmental Study Report (2012) under the Municipal Class Environmental Assessment for the widening of County Road 4 from north of Line 8 to north of County Road 89 (approved 2012). The County of Simcoe has since started site preparation works for the widening of County Road 4 from the southern limit Line 8 to Line 11
- Early Works focus on the grade separated crossing for the Bradford Bypass at County Road 4 (Yonge Street) and has been awarded for the design and construction (2022)
- The Early Works has been awarded to Brennan Paving & Construction Ltd as the successful bidder for the design and construction (2022).



Base Case – Parclo A4 Interchange

The 2002 EA approved base case interchange design option was carried forward at County Road 4

Evaluation Summary – Bathurst Street Interchange

- Two interchange design alternatives were generated and a total of three design alternatives including the base case were evaluated at Bathurst Street.

Preferred



Alternative 1 – Diamond Interchange (2002 Approved EA Base Case)



Alternative 2 – Diamond Interchange with North Entrance Realignment 400m to the North



Alternative 3 – Diamond Interchange with Roundabout Ramp Terminals

Evaluation Summary – Bathurst Street Interchange

Criteria	Alternative 1	Alternative 2	Alternative 3
Highway Engineering	●	◐	○
Traffic Operations	◐	●	○
Structural Engineering	●	●	●
Environment	●	○	◐
Natural	●	○	◐
Socio-Economic	●	○	◐
Cultural	●	○	◐
Overall Summary	●	◐	○

Legend: ● - Preferred ◐ - Moderately Preferred ○ - Least Preferred

Overall, **Alternative 1** is recommended as the preferred alternative.

- ✓ Least property required and least land parcels impacted among the alternatives
- ✓ Smallest area of disturbance

- ✓ Maintains access to adjacent land parcels through entrance realignments

Evaluation Summary – 2nd Concession Road Interchange

- Three interchange design alternatives were generated and evaluated at 2nd Concession Road.



Alternative 1 – Parclo A4 Interchange



Alternative 2 – Parclo A2 Interchange



Alternative 3 – Diamond Interchange

Evaluation Summary – 2nd Concession Road Interchange

Criteria	Alternative 1	Alternative 2	Alternative 3
Highway Engineering	●	◐	○
Traffic Operations	●	◐	○
Structural Engineering	●	●	●
Environment	○	◐	●
Natural	○	◐	●
Socio-Economic	○	◐	●
Cultural	○	●	●
Overall Summary	●	◐	○

Legend: ● - Preferred ◐ - Moderately Preferred ○ - Least Preferred

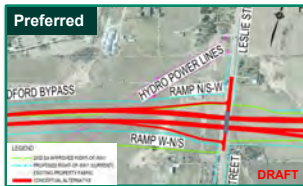
Overall, **Alternative 1** is recommended as the preferred alternative.

- ✓ Most common interchange configuration facilitating all movements
- ✓ Highest interchange capacity

- ✓ Lowest conflicting vehicle movements at ramps
- ✓ Provides opportunities for a carpool lot with minimal complexities

Evaluation Summary – Leslie Street Interchange

- One interchange design alternative was generated and a total of two design alternatives including the base case were evaluated at Leslie Street.



Alternative 1 – Partial Diamond Interchange
(2002 Approved EA Base Case)



Alternative 2 – Partial Parclo A2 Diamond Interchange

Evaluation Summary – Leslie Street Interchange

Criteria	Alternative 1	Alternative 2
Highway Engineering	●	○
Traffic Operations	●	●
Structural Engineering	●	○
Environment	●	○
Natural	●	○
Socio-Economic	●	○
Cultural	●	○
Overall Summary	●	○

Legend: ● - Preferred ● - Moderately Preferred ○ - Least Preferred

Overall, **Alternative 1** is recommended as the preferred alternative.

- ✓ Least number of property parcels impacted
- ✓ Avoids direct impact to a designated cultural heritage resource

- ✓ Well performing operation of interchange with no weaving issues

Screening Assessment – Carpool Lots

- To support the continued growth in traffic and congestion and to support the sustainable transportation goals of the provincial Growth Plan for the Greater Golden Horseshoe, a preliminary site screening assessment was conducted for the implementation of Carpool Lots along the Bradford Bypass corridor
- All crossing road interchange sites (10th Sideroad, County Road 4, Bathurst Street, 2nd Concession Road, and Leslie Street) were assessed in accordance with engineering design standards and best practices.



MTO Carpool Lot

Screening Assessment – Carpool Lots (Contd.)

- Sites were screened based on the following criteria:
 - Accessibility to the Origins of Carpoolers
 - Accessibility to Existing and Planned HOV Facilities
 - Proximity to Other Carpool Lots
 - Adjacency to and Accessibility from Major Roads and Highways, and Visibility from Highways
 - Convenient and Safe Access for Cars and Snowplows
 - Accessibility to Local and Commuter Transit
 - Traffic Congestion around the Site
 - Traffic Operations at Ramp Terminal Intersections
 - Pedestrian Safety and Personal Safety and Security
 - Potential for Future Expansion
 - Compatibility with Future and Existing Land Use.
- Carpool lots at Bathurst Street and Leslie Street were screened out due to environmental constraints and limited accessibility to the lots.

Screening Assessment – Carpool Lots (Contd.)

- Conceptual site footprints were developed for 10th Sideroad, County Road 4, and 2nd Concession Road both inside and outside of the interchanges as follows:



10th Sideroad
Inside (Left) & Outside (Right)



County Road 4
Inside (Left) & Outside (Right)



2nd Concession Road
Inside (Left) & Outside (Right)

- It is recommended that carpool lots at 10th Sideroad, County Road 4, and 2nd Concession Road are carried forward for evaluation and analysis in subsequent design phases.



Overview of the Recommended Plan

- The Recommended Plan incorporates:
 - Two freeway to freeway interchanges:
 - Highway 400
 - Highway 404.
 - Five crossing road interchanges:
 - 10th Sideroad
 - County Road 4
 - Bathurst Street
 - 2nd Concession Road
 - Leslie Street.
 - And four crossing roads:
 - 9th Line
 - Professor Day Drive
 - Artesian Industrial Parkway
 - Yonge Street.

The Recommended Plan – End to End



*A copy of this Roll Plan will be available on the Project Website following this PIC #2.

The Recommended Plan – Mainline Cross-Section

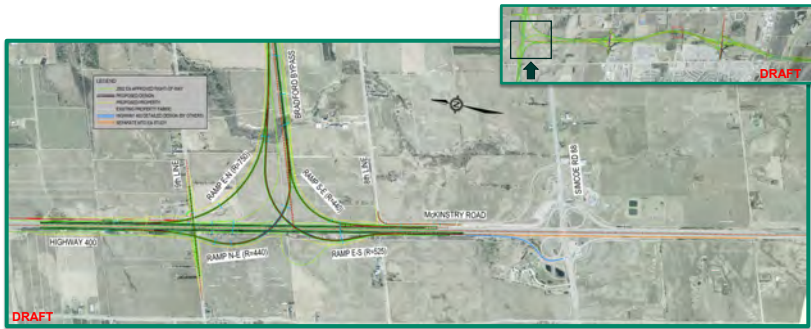
- The interim mainline Bradford Bypass (2031) will feature a four lane cross section (two lanes in each direction).



- In its ultimate configuration (2041), the Bradford Bypass will feature six general purpose lanes and two HOV lanes (three lanes and one HOV lane in each direction).



The Recommended Plan – Highway 400 Freeway to Freeway Interchange



The Recommended Plan – 10th Sideroad Interchange



The Recommended Plan – Between 10th Sideroad and County Road 4



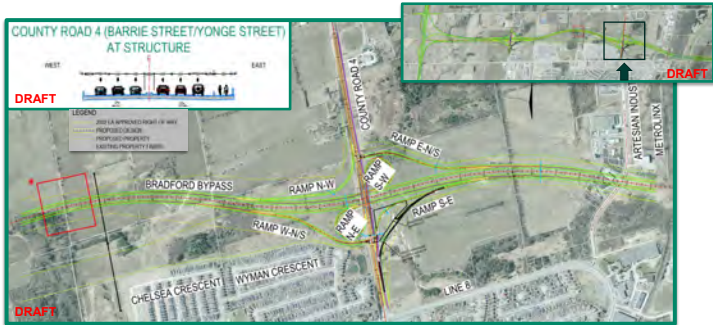
* Town of Bradford West Gwillimbury initiative for a potential extension of Professor Day Drive. The Bradford Bypass Preliminary Design will not preclude a future grade-separated crossing at this location.

The Recommended Plan – County Road 4 Interchange



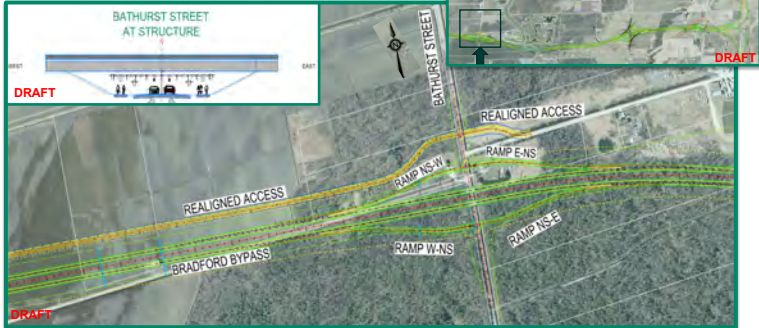
LEGEND

- 2002 LA APPROVED RIGHT OF WAY
- PROPOSED ALIGNMENT
- PROPOSED PROPERTY
- EXISTING PROPERTY LINES



* Town of Bradford West Gwillimbury initiative for a potential extension of Professor Day Drive. The Bradford Bypass Preliminary Design will not preclude a future grade-separated crossing at this location.

The Recommended Plan – Bathurst Street Interchange



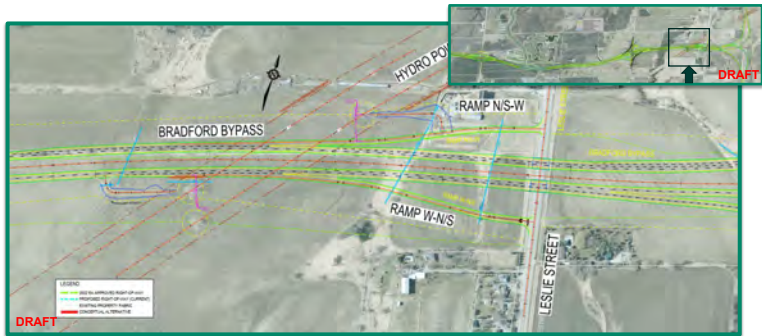
The Recommended Plan – Holland River East Branch



The Recommended Plan – 2nd Concession Interchange



The Recommended Plan – Hydro Towers



The Recommended Plan – Leslie Street Interchange



The Recommended Plan – Highway 404 Freeway to Freeway Interchange



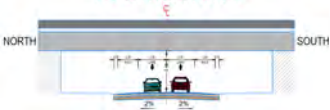
The Recommended Plan – Crossing Road Sections

PROFESSOR DAY DRIVE AT STRUCTURE



DRAFT

9TH LINE (LINE 9) AT STRUCTURE



DRAFT

ARTESIAN INDUSTRIAL PARKWAY AT STRUCTURE



DRAFT

YONGE STREET AT STRUCTURE



DRAFT

The Recommended Plan – Active Transportation

- In consultation with the municipalities, the ministry is facilitating municipal Active Transportation needs and requirements
- Active Transportation is being considered at crossing roads in a north to south configuration through the Bradford Bypass corridor and will include facilities such as multi-use pathways and/or sidewalks
- Further details on types of facilities will be determined in next phase of design with ongoing consultation with municipalities.



The Recommended Plan – Structures

- Structures will be required at the following crossing road locations along the Bradford Bypass corridor:
- Proposed Overpasses:
 - 9th Line at Highway 400
 - Artesian Industrial Parkway
 - Metrolinx Rail Line
 - Holland River and Holland River East Branch
 - Yonge Street
 - 2nd Concession Road Interchange
 - Leslie Street Interchange.
- Proposed Underpasses:
 - 10th Sideroad
 - Professor Day Drive
 - County Road 4.



The Recommended Plan - Navigation

- Watercourse Crossing Design
 - New Bridges and/or Culverts on Scheduled and Non-Scheduled Waterways
 - The Project Team will consider navigational clearances, aids and signage.
- Consultation and Engagement
 - Past, Present and Future Uses
 - Indigenous Nations
 - Vessel Owners and Operators
 - Recreational Users
 - Marinas.
- Key Works and Activities
 - Bridge and Culvert Construction.
- Potential Permits and Approvals
 - Canadian Navigable Waters Act.
- Construction
 - Staging of Works
 - Vessel and User Access
 - Navigational Aids and Signage.

Preliminary clearances provide an 8 m clearance above the water for vessels to pass through the corridor at the Holland River and East Holland River crossings. Please provide your input!

The Recommended Plan – Drainage and Hydrology

- Proposed Highway Drainage System
 - The proposed highway drainage system will include transverse, structural, highway ramps and sideroad culverts, including roadside ditches
 - Adjustments or realignments to watercourse crossings to facilitate conveyance
- Stormwater Management (SWM) Strategy
 - The SWM Strategy will incorporate measures to promote water quality and quantity treatment and control
 - Includes features such as SWM ponds, enhanced grassed swales, and flat-bottom grassed swales with flow check dams
 - Protect sensitive areas such as marshes and wetlands through enhanced SWM features
 - Protect sensitive ground water recharge areas by avoiding infiltration of runoff directly to these areas
 - Runoff from bridge deck areas including the Holland River bridges will discharge to stormwater management facilities for water quality treatment (surface and groundwater)
- Stormwater Management Plan in accordance with Ontario Regulation 697/21
 - A Bradford Bypass Stormwater Management Plan will be prepared to address SWM requirements outlined in the O. Reg. 697/21.
- Modification to Municipal Drains (*Drainage Act* requirements).
 - Ongoing coordination and consultation with the municipal drainage superintendent with respect to potential impacts to existing municipal drains.

The Recommended Plan – Drainage and Hydrology

- Erosion and Sediment Overview Risk Assessment (ESORA)
 - ESORA will be completed based on requirements outlined in MTO's *Environmental Guide for Erosion and Sediment Control During Construction of Highway Projects* (Sept. 2015).
- Opportunities and enhancements to mitigate road salt conveyance:
 - Directing stormwater flows from highway paved areas to proposed SWM facilities for water quality treatment
 - Line ditch bottoms with Geosynthetic Clay Liners (GCLs) or similar material
 - Protect sensitive ground water recharge areas such as avoiding direct infiltration
 - No direct discharge of flows from highway areas and ditches to chloride sensitive receiving water bodies
 - Protecting streams that support fish habitat through enhanced grassed swale retention and treatments
 - Utilize landscape design and snowdrift mitigation strategies to optimize salt application.
 - Incorporation of MTO's Salt Management Plans in accordance with Code of Practice for the Environmental Management of Salt
- Drinking Water Wells:
 - Protect ground water recharge areas that are associated with drinking water wells through incorporation of appropriate policies and SWM Strategy

The Recommended Plan - Stormwater Management Pond and Treatments

Mapping illustrates the proposed stormwater management pond locations. The images are reflective of sample pond treatments



Potential mitigation includes enhanced grass swales, permanent flow check dams, providing water treatment before it reaches rivers.



The Recommended Plan - Other General Items

Overall the Recommended Plan will also include recommendations for:

- Intelligent Transportation Systems (ITS)
- Illumination
- Utilities – Impacts and relocations will be further refined as study progresses
- Road surface – Material type (concrete, asphalt) will be determined.



Summary of Anticipated Property Impacts

- As part of the project, property impacts are anticipated
- Representatives from the Ministry have contacted landowners if any part of their property is required for the project. Representatives from the Ministry explained the procedures for the acquisition of property, which may include but are not limited to:
 - Survey crew obtaining approval to enter onto the property
 - An independent appraiser that is accredited with the Appraisal Institute of Canada will prepare an appraisal report estimating the market value of the property
 - Real estate officer will explain Ministry proposed project, rights as a property owner, and presenting offer of compensation

Terrestrial Ecosystems

- Existing Conditions
 - 12 Designated Natural Areas
 - 13 Species at Risk
 - 18 Species of Conservation Concern.
- Key Works and Activities
 - Vegetation removal: ~133 ha
 - Provincially Significant Wetlands: ~42.75 ha
 - Unevaluated wetlands: ~2.33 ha
 - Disturbance or displacement of Species of Conservation Concern and Species at Risk.
- Mitigation Strategies
 - Design refinements (e.g. restrict clearing of trees, minimize impact by following edges of habitat areas)
 - Ecological restoration and landscaping plans
 - Wildlife crossings (proposed between 2nd Concession Road and Leslie Street) as well as opportunity areas at the Holland River and Holland River East Branch
 - Edge management recommendations
 - Potential exclusionary fence.
- Next Steps
 - Preliminary Terrestrial Ecosystems Impact Assessment Report
 - Documentation in the EIAR
 - Detail Design Impact Assessment
 - Species specific surveys, as required
 - Potential approvals: Migratory Birds Convention Act and Endangered Species Act.



Example of a wildlife crossing
(under the freeway)



Holland River East Branch Within
the Bradford Bypass Study Area.
AECOM, 2020

Holland Marsh and Lake Simcoe Watershed

- **Holland Marsh Provincially Significant Wetland**

- The Bradford Bypass will cross the Holland Marsh:
 - Holland River
 - Holland River East Branch.
- Anticipated impacts of approximately 42.14 ha (amounting to approximately 1% of the entire Provincially Significant Wetland)*.

*The anticipated wetland impacts have been reviewed with a conservative approach and will be refined during Preliminary Design. Additional wetland enhancements, such as invasive species removal, native plantings around wetland edges will be considered where feasible.

- **Maskinonge Provincially Significant Wetland**

- Anticipated impacts of approximately 0.61 ha (amounting to approximately 0.15% of the entire Provincially Significant Wetland).

- **Lake Simcoe Watershed**

- The Bradford Bypass is located within the Lake Simcoe Region Conservation Authority regulation limits, south of Lake Simcoe
- The Ministry will assess impacts with respect to the Lake Simcoe Protection Act and the Lake Simcoe Protection Plan
- Precautions taken to prevent salt and treated sand from entering watercourses and salt-sensitive areas will be in accordance with the Ministry of Environment, Conservation and Parks "Guidelines on Snow Disposal and De-icing Operations in Ontario".



Holland Marsh Within the Bradford Bypass Study Area. AECOM, 2020

Fish and Fish Habitat

• Existing Conditions

- 34 crossings within Study Area
- Sensitive Species or habitat
 - Muskellunge spawning habitat
 - American Eel (potentially present).

• Key Works and Activities

- In-water Works include:
 - Modification of existing crossings
 - New crossings
 - Channel modifications.
- Land-based activities include:
 - Vegetation removal.



Examples of fisheries mitigation strategies. AECOM, 2022



Holland River Within the Bradford Bypass Study Area. AECOM, 2020



Downstream (east) from the proposed Bradford Bypass right of way. AECOM, 2022

• Mitigation Strategies

- Culvert and bridge designs (e.g., fish friendly design, embedded culverts, open bottom culverts)
- Natural channel designs (e.g., morphology pools, runs, riffles, substrates)
- Landscaping and restoration (e.g., riparian plantings).

• Next Steps

- Preliminary Fish and Fish Habitat Impact Assessment Report
 - Ministry Routine Works
 - Ministry Best Management Practices
 - Site Specific Assessment and Mitigation Measures.
- Documentation in the EIAR
- Detail Design Impact Assessment
- Potential approvals: Fisheries Act and Endangered Species Act.

Fish and Fish Habitat

DRAFT






Fluvial Geomorphology

- Existing Conditions
 - Holland River
 - Holland River East Branch
 - Additional 26 ephemeral and 17 permanent/intermittent features.
- Key Works and Activities
 - In-water Works include:
 - Modification of existing crossings
 - New crossings
 - Channel modifications
 - Grading.
- Mitigation Strategies
 - Design of bridges and culverts
 - Avoid or minimize alterations to current watercourses.
 - Natural channel designs
 - Erosion and scour protection.
- Next Steps
 - Preliminary Fluvial Geomorphological Assessment Report
 - Documentation in the EIAR
 - Refinement of the fluvial assessment and development of drawings
 - Potential approvals: Fisheries Act and Endangered Species Act.

Groundwater and Hydrogeology

- Existing Conditions
 - Three physiographic regions
 - Soil combinations of clay, silt and sand
 - 413 MECP Water Wells
 - Wellhead Protection Areas
 - Highly Vulnerable Aquifers
 - Intake Protection Zones
 - Significant Groundwater Recharge Areas.
- Key Works and Activities
 - Drilling and excavation
 - Subsurface construction activities.
 - Dewatering.
- Mitigation Strategies
 - Design refinements for cut profile adjustments
 - Domestic water wells (shallow and deep) monitored during construction
 - Water quality and quantity testing
 - Water level monitoring.
 - General groundwater monitoring
 - Source water protection.
- Next Steps
 - Groundwater Protection and Well Monitoring Plan
 - Documentation in the EIAR
 - Potential approvals: dewatering permits and discharge approvals
 - Construction: updated Groundwater and Well Monitoring Plans and best management practices.



Noise and Vibration

- Existing Conditions

- 16 Noise Sensitive Areas

- Detached Dwellings and Residential Neighbourhoods
 - Schools and Recreational Areas

- Key Works and Activities

- Assessment of traffic noise
 - Assessment of construction activities noise.

- Mitigation Strategies

- Preliminary results indicate that noise mitigation may not be required
 - Mitigation strategies will be further assessed as more information is gathered
 - Existing developer built noise barriers are present
 - Construction:
 - Timing constraints
 - Equipment management and staging
 - Construction management plans.

- Next Steps

- Noise and Vibration Impact Assessment Report
 - Documentation in the EIAR.

Noise Receptor Locations



Air Quality

- Existing Conditions
 - 160 Sensitive Receptors
 - 20 Critical Receptors
 - Findings indicate existing exceedances at:
 - County Road 4 (Yonge Street)
 - Highway 400 and 9th Line
 - 10th Sideroad.

The exceedances are anticipated to be reduced over time with project implementation due to vehicle technology improvements.

- Key Works and Activities
 - Temporary dust as a result of construction
 - Highway traffic emissions.



- Mitigation Strategies
 - Vegetation plantings or other types of screening/barriers may be considered within the Study Area to decrease ground level dispersion of particulates
 - Construction:
 - Minimize idling time for construction equipment
 - Dust suppressants (i.e., water truck spraying)
 - Maintenance and operation of equipment in accordance with manufacturer's specifications
 - Operations:
 - The implementation of High Occupancy Vehicle lanes promotes the use of carpooling and reduces congestion and traffic on the road.
- Air Quality Impact Assessment Report
- Climate Change Assessment Report
- Documentation in the EIAR
- Detail Design: refinement of air quality and climate change mitigation measures.

Human Health



- The Project Team will study the potential impacts (positive and negative) on human health, such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighbourhood resources
- Strategies will be recommended to mitigate negative impacts and enhance positive outcomes of the project
- Findings from these studies will be consolidated in a report detailing the impacts of the project on human health.

Land Use

- Existing Conditions

- Land Uses within the Study Area:

- Industrial, Commercial, Agricultural, Residential, Employment Area, Open Space, Natural Heritage System and Environmental Protection Area, and Recreation Area.



- Key Works and Activities

- Property acquisition.

- Mitigation Strategies

- Design refinements
 - Corridor control and property access
 - Considerations for noise, lighting and landscape components
 - Considerations for environmentally sensitive areas
 - Ongoing consultation and feedback.

- Next Steps

- Preliminary Land Use Factors Report
 - Documentation in the EIAR
 - Ongoing consultation.



Agriculture

- Existing Conditions

- Prime Agricultural Lands, Specialty Crop lands, Candidate Prime Agricultural Areas
- Agricultural Land Capability:
 - 39.1% Class 1
 - 14.3% Class 2
 - 13.5% Class 3
 - 17% Class 4
 - 3.3% Class 5.

- Key Works and Activities

- Vegetation clearing and removals.

- Mitigation Strategies

- Where possible, avoid and/or minimize impacts to agricultural lands, features and operations.

- Next Steps

- Agricultural Impact Assessment Report
- Documentation in the EIAR.

The trade-off of farmland loss is enhanced access to markets (e.g., 10th Concession Road or 2nd Concession Road)

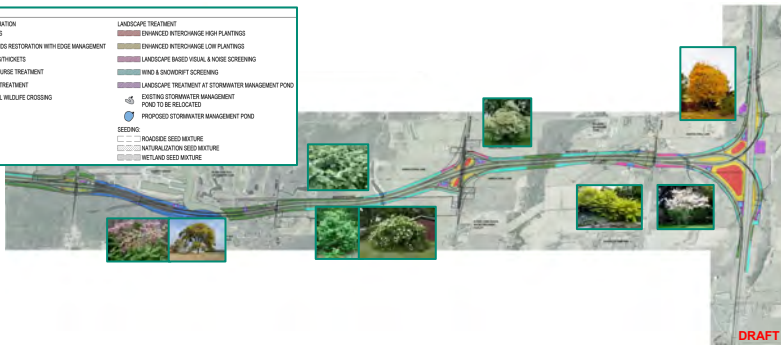
Preliminary Landscape Composition Plan

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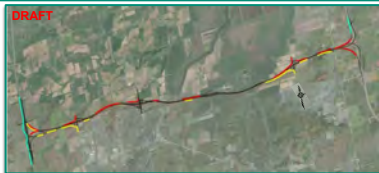
Preliminary Landscape Composition Plan

LEGEND	
LANDSCAPE RESTORATION	
WETLANDS	
WOODLANDS RESTORATION WITH EDGE MANAGEMENT	
MEADOWS/THICKETS	
WATERCOURSE TREATMENT	
CULVERT TREATMENT	
POTENTIAL WILDLIFE CROSSING	
LANDSCAPE TREATMENT	
ENHANCED INTERCHANGE HIGH PLANTINGS	
ENHANCED INTERCHANGE LOW PLANTINGS	
LANDSCAPE BASED VISUAL & NOISE SCREENING	
WIND & SNOWDRIFT SCREENING	
LANDSCAPE TREATMENT AT STORMWATER MANAGEMENT POND	
EXISTING STORMWATER MANAGEMENT POND TO BE RELOCATED	
PROPOSED STORMWATER MANAGEMENT POND	
SEEDING:	
ROADSIDE SEED MIXTURE	
NATURALIZATION SEED MIXTURE	
WETLAND SEED MIXTURE	



Snowdrift Assessment

- Snowdrift is the movement of snow across a road surface or near the ground
- The snowdrift assessment identified several areas with potential for snowdrift
- A model was developed that included climate data, land cover data and terrain data to identify potential snowdrift areas and develop snowdrift mitigation measures
- The risks associated with snowdrift can be mitigated through:
 - Living fences (trees)
 - Shrubs in locations with potential for snowdrift
 - Snowdrift signage.



Locations of Snow Mitigation for 2m Shrubs (4DM, 2022)



Examples of Coniferous Tree Snow fence and Signage (4DM, 2022)



Waste and Contamination

- Existing Conditions
 - 29 high potential properties
 - 14 medium potential properties
 - Six high potential significant spill locations.
- Key Works and Activities
 - Cut and fill
 - Excavation activities
 - Grading
 - Dewatering.
- Mitigation Strategies
 - Compliance with O.Reg 406/19
 - Encroachment avoidance of medium/high risk areas
 - Design refinements.
- Next Steps
 - Documentation of findings in the EIAR.

Cultural Heritage Assessment

- Existing Conditions

- Initial research has identified 17 properties with potential cultural heritage value. These properties are currently being assessed to determine existing cultural heritage conditions within the Study Area.

- Key Works and Activities

- Construction activities
- Road alignment design which may have the potential to impact built heritage resources and cultural heritage landscapes.

- Mitigation Strategies

- Cultural Heritage mitigation will be determined through Heritage Impact Assessment(s).

- Next Steps

- Documentation in the Environmental Impact Assessment Report
- Heritage Impact Assessments to be completed, as required.

Photos of a Potential
Heritage Property
within the Study Area
(AECOM, 2022)



Archaeological Assessments

- AECOM conducted a Stage 1 Archaeological Assessment in 2019 for the overall study corridor (23 km² in size) in order to determine the presence/absence of archaeological potential
- Stage 2 and 3 Archaeological Assessments are ongoing in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists and with engagement with Indigenous Nations
- The Project Team is working to avoid/mitigate impacts to sites that demonstrate more intensive occupations (e.g., Bradford Hill Site, East Holland River Site (partial)).



Status of Stage 2 Archaeological Assessments



Project Schedule and Next Steps



- Field Investigations and Data Collection (on-going)
- On-going engagement with Indigenous Nations and consultation/ meetings with Municipalities, federal and provincial Agencies, interested stakeholders, as well as adjacent property owners
- Complete the evaluation of Preliminary Design Alternatives (2022)
- Final Environmental Conditions Report (October 27, 2022)
- **Public Information Centre #2 (November 24, 2022)** ← We are here
- Draft and Final Environmental Impact Assessment Report (2023)*
- Preliminary Design anticipated completion (2023)
- Issuance of Statement of Completion (2023)

*all discipline impact assessment information will be summarized in the EIAR.
Note: schedule subject to change.

Questions and Answers



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www.bradfordbypass.ca

Stay informed

Request to be added to the Project Contact List to receive future project updates



Thank You

The Webinar has ended. The slide deck will be available through the Project Website at: www.bradfordbypass.ca

Appendix C

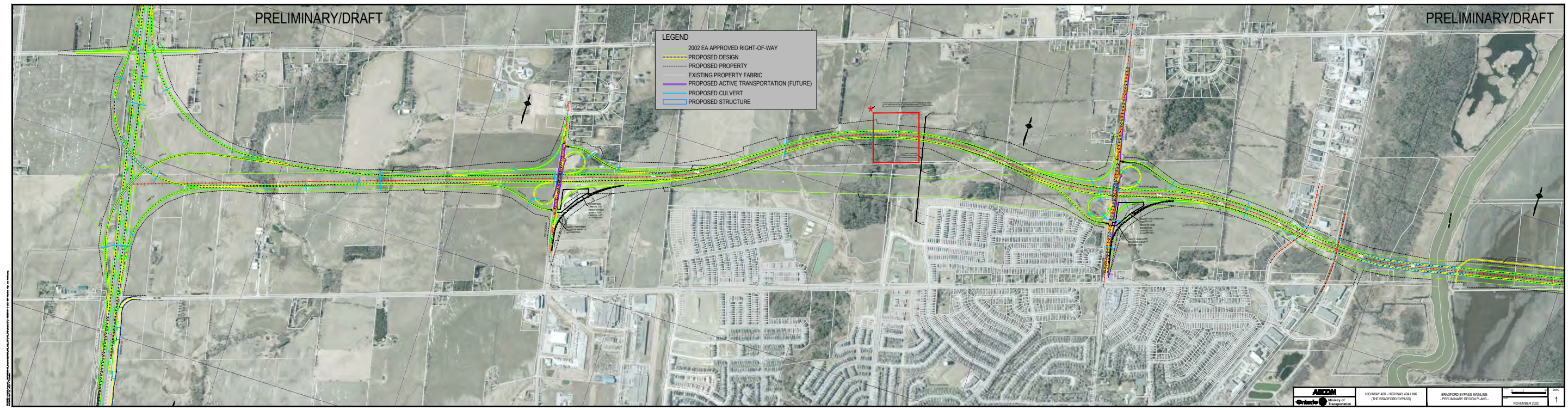
PIC#2 Roll Plan

PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

LEGEND

- 2002 EA APPROVED RIGHT-OF-WAY
- PROPOSED DESIGN
- PROPOSED PROPERTY
- EXISTING PROPERTY FABRIC
- PROPOSED ACTIVE TRANSPORTATION (FUTURE)
- PROPOSED CULVERT
- PROPOSED STRUCTURE

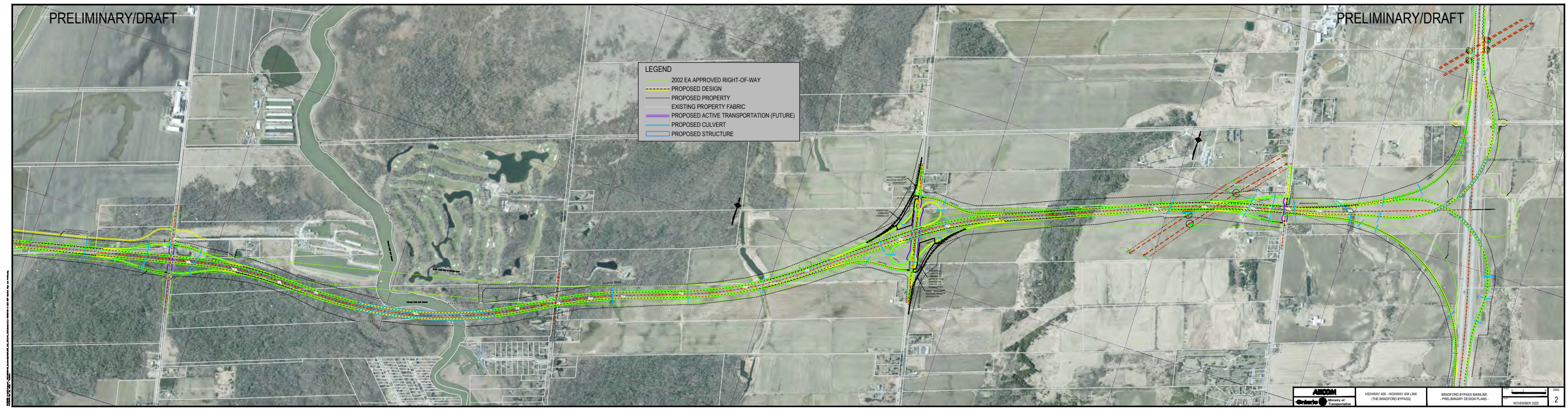


PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

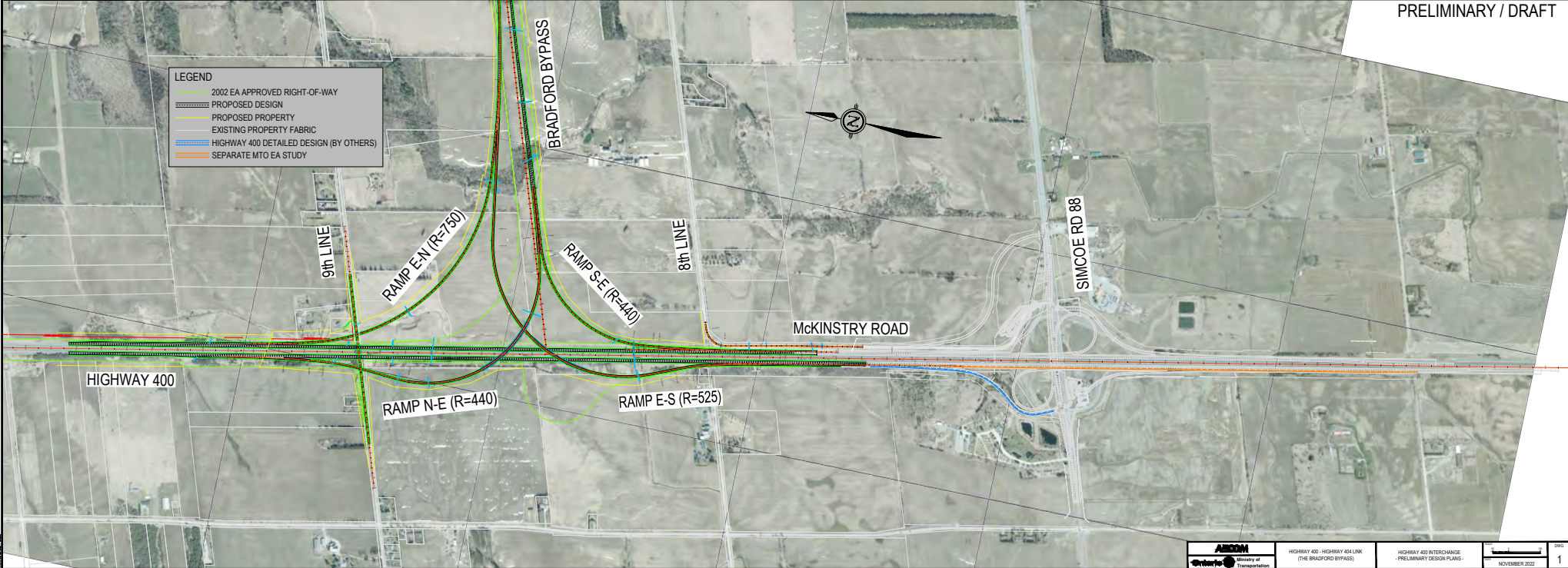
LEGEND

- 2002 EA APPROVED RIGHT-OF-WAY
- PROPOSED DESIGN
- PROPOSED PROPERTY
- EXISTING PROPERTY FABRIC
- PROPOSED ACTIVE TRANSPORTATION (FUTURE)
- PROPOSED CULVERT
- PROPOSED STRUCTURE



LEGEND

- 2002 EA APPROVED RIGHT-OF-WAY
- PROPOSED DESIGN
- PROPOSED PROPERTY
- EXISTING PROPERTY FABRIC
- HIGHWAY 400 DETAILED DESIGN (BY OTHERS)
- SEPARATE MTO EA STUDY



LEGEND

- 2002 EA APPROVED RIGHT-OF-WAY
- PROPOSED DESIGN
- PROPOSED PROPERTY
- EXISTING PROPERTY FABRIC
- SEPARATE MTO EA STUDY

QUEENSVILLE SIDEROAD
RAMP NEW

HIGHWAY 404

RAMP W-S

RAMP S-W

RAMP N-W

BRADFORD BYPASS

HOLBORN ROAD

HOLBORN ROAD

Appendix D

Webinar Report

PIC #2 Webinar Report

In accordance with the *Freedom of Information and Protection of Privacy Act*, personal information of members of the public has been removed. The webinar report from PIC #2 are included in the Project Information File.

Appendix E

PIC#2 Website Metrics

PIC #2 Website Metrics

In accordance with the *Freedom of Information and Protection of Privacy Act*, personal information of members of the public has been removed. Website Metrics from PIC #2 are included in the Project Information File.

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