

Appendix C4

Consultation Record



**September 2020 - Consultation
Record**

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT022	To: Project Team From: [REDACTED]	Email	Highway location	09/24/2020	<p>Hi.</p> <p>By the looks of the rendering online, it looks like the bypass will run right behind my backyard wall.</p> <p>What I can't determine is how close to my property the bypass will be. Can you help clarify?</p> <p>Thanks [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The alignment of 2002 EA Approved highway is situated within the highway right-of-way as shown in Exhibit 5-2, plate 4 (Pg. 203) from the Route Planning Study and EA. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment and consideration for proximity to current developments is underway. The design alternatives will be presented at Public Information Centre #1 where you can learn more about the proposed highway alignment west of County Road 4.</p> <p>You will be notified through email of future public information centres and updates for this study.</p> <p>If you have any additional questions, please reach out to the project team at your earliest convenience.</p>
CT023	To: Project Team From: [REDACTED]	Comment Form- Website	New Stakeholder Comment Form Entry	9/24/2020	How will this intersection affect our residence?.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have your address [REDACTED] on file per our contact list. Based on the proximity to the proposed interchange at County Road 4 (Yonge Street), the shared laneway providing access to the three properties will be considered with respect to grading options to maintain access.</p> <p>Given the shared nature of this laneway we would like to better understand the ownership and shared function of the laneway. Please let the project team know when we can speak to one or all three homeowners.</p> <p>The design alternatives will be presented at Public Information Centre #1 where you can learn more about the proposed highway alignment and the proposed interchange. You will be notified through email of future public information centres and updates for this study. We encourage you to visit the study website: www.bradfordbypass.ca to get additional information on the project</p> <p>If you require additional information, please reach out to the project team at your earliest convenience.</p>
CT024	To: Project Team From: [REDACTED]	Comment form- website	New Stakeholder Comment Form	9/25/2020	Person would like to be added to the mailing list.	Responded indicated person is on project contact list and thanked them for their response.

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT025	To: Project Team From: [REDACTED]	Comment form-website	New Stakeholder Comment Form	9/25/2020	Person would like to be added to the mailing list.	
CT026	To: Project Team From: [REDACTED]	Email	IO Response to Commencement	09/25/2020	<p>Thank you for sending us the Notice of Study Commencement for the Highway 400 – Highway 404 Link through the town of Bradford. While our initial scan indicates that property owned by the Minister of Government and Consumer Services identified by [REDACTED] is within your project's study area, it is the proponent's responsibility to verify if provincial government property is within the study area. Title documents may identify owners of provincial government property as any of the following:</p> <ul style="list-style-type: none"> • His Majesty the King • Her Majesty the Queen • Hydro One • Hydro One Networks Inc. • Management Board Secretariat (MBS) • Minister of Economic Development, Employment and Infrastructure (MEDEI) • Minister of Energy and Infrastructure (MEI) • Minister of Government and Consumer Services (MGCS) • Minister of Infrastructure (MOI) • Minister of Natural Resources and Forestry (MNR) • Minister of Public Infrastructure Renewal (PIR) • Minister of Public Works • Minister of Transportation (MTO) • Ontario Lands Corporation (OLC) • Ontario Realty Corporation (ORC) <p>If provincial government property in the study area is not required for the project, please continue to consult us as a directly affected stakeholder. However, if government property is required for the project, the proponent should contact us so that we can advise about requirements for obtaining government property.</p>	<p>Hi [REDACTED]</p> <p>Thank-you for your comments. The EA Study Team has made note of your feedback and will inform Infrastructure Ontario if any government land (non-MTO owned land) is required for the Bradford Bypass. In specific reference to [REDACTED] the Ministry has notified the tenant in writing that their lease will be terminated effective March 31, 2021.</p> <p>If you have any further questions about the study, please do not hesitate to reach out to the Project Team at your convenience.</p>
CT027	To: Project Team From: [REDACTED]	Email	Regarding the Map provided on the website	09/25/2020	<p>Hi, I'm a resident of [REDACTED] and would like a detailed map of the Bradford Bypass, specifically regarding the proposed Interchange at County Road 4/Yonge Street - between Line 8 and Line 9.</p> <p>I haven't been able to find a detailed map for this area on BradfordBypass.ca. We live in the neighborhood and I would like to understand the scope of impact if any to this area. I do understand that the design is scheduled for completion in 2023 and there may be changes to the plan/design along the way.</p> <p>Please let me know if you are able to provide this information to me.</p> <p>Thank you in advance for your assistance. Regards, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>Details for the interchange on County Road 4/Yonge Street based on the EA Approved highway is shown in Exhibit 5-2, plate 4 (Pg. 203) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study).</p>

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					Sent from [REDACTED]	<p>We trust that this is helpful at this time while refinement of the highway design is undertaken. The design alternatives will be presented at Public Information Centre #1 where you can learn more about the proposed design for the County Road 4 interchange.</p> <p>You will be notified through email of future public information centres and updates for this study.</p> <p>If you have any additional questions, please reach out to the project team at your earliest convenience.</p>
CT028	To: Project Team From: [REDACTED] Enbridge	Email	Enbridge response to commencement	09/24/2020	[REDACTED] indicated that he is not the best contact for union gas.	<p>Emailing indicating we will update our contact list, by reconfirming the contact that covers the Bradford area and continue to engage with Enbridge Gas going forward.</p>
CT029	To: Project Team From: [REDACTED]	Email	New Stakeholder Comment Form	09/25/2020	<p>There is an [REDACTED] in Bradford on lands [REDACTED] to the study area. [REDACTED] is in the process of being designed. Any information on the project would be much appreciated.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team acknowledges your comments regarding the [REDACTED] to the Project Study Area. Refinement of the highway alignment and consideration for proximity to current developments is underway. The design alternatives will be presented at Public Information Centre #1 where you can learn more about the proposed highway alignment.</p> <p>We have included you on our project contact list. You will be notified via email of future public information centres and updates for this study.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT029 Con't	To: Project Team From: [REDACTED]	Email	Details regarding positioning of the school.	12/08/2020	<p>Good afternoon,</p> <p>The [REDACTED] is located at [REDACTED] (the address may change in the future), please see attached key map. We are currently in the process of working through the Site Plan Application with the Town, final approval has not yet been granted. The building will be pushed as close as possible to the road and a berm with a naturalized area and fence will be installed along our rear lot line, adjacent to the bypass lands. The fence will be chain-link and to MTO's specifications. Please let me know if you have any additional questions.</p> <p>Thank you,</p> <p>[REDACTED]</p>	

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CT030	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	New Stakeholder Comment Form	09/25/2020	The Holland River is used as the legal outlet for Municipal Drains under the Ontario Drainage Act for the management of a number of drainage schemes in BWG and is the receiving watercourse for the majority of both the controlled and uncontrolled stormwater flows. Designs should be considered which will not impede the capacities or hydrological function of the Holland River. Other watercourses may be impacted as well.	Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. The Project Team acknowledges your comments on behalf of Bradford West Gwillimbury regarding the Holland River acting as the legal outlet for municipal drainage. As part of this study, a Hydrology and Drainage Assessment and an Erosion and Sediment Control Risk Assessment will be conducted and the findings/recommendations from these studies in relation to natural and municipal drainage will be considered as the design process progresses. If you have any additional questions, please reach out to the Project Team at your earliest convenience.
CT031	To: Project Team From: [REDACTED]	Email	Mailing List	09/25/2020	[REDACTED] asked to be added to the mailing list	Sent response indicating person will be added to list. Sent NOSC
CT032	To: Project Team From: [REDACTED]	Email	RE: MTO Notice of Study Commencement, Assignment 2019-E-0048, Bradford Bypass Preliminary Design and Class EA Study	09/25/2020	[REDACTED] asked to be removed from the mailing list and that the clerks email be added instead of hers.	Updated contact list to reflect this request.
CT033	To: Project Team From: [REDACTED]	Email	[EXTERNAL] Bradford Bypass	09/25/2020	Asked if he can set up a phone call to discuss matters related to the BBP and his property.	
CT034	To: Project Team From: [REDACTED]	Email	Helpful Information	09/25/2020	Hi there, as a stakeholder in the Bradford Bypass, here is the information I provided to [REDACTED] regarding my property. 1. The Corporate address for the [REDACTED] is: [REDACTED] All correspondence regarding the land should be sent to this address.	Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. The Project Team acknowledges the information you have provided for your property. We will use the appropriate contact details to notify you of future Public Information Centres and updates for this study. If you have any additional questions, please reach out to the Project Team at your earliest convenience.

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					<p>2. The Property Survey is attached, it is [REDACTED] acres in size. My company has owned the land since [REDACTED]. I am the only shareholder and there are no liens, debts, litigation, etc., involving the property..it is owned free and clear.</p> <p>3. The land was originally the first Sod Farm in East Gwillimbury, established in the 1860's. The land is environmentally friendly, with no contaminants of any kind , like fuel, oil , etc. stored on the property. Attached is a Phase One Environmental report completed in [REDACTED].</p> <p>4. The property is currently registered as a [REDACTED]. I received this registration several years ago through Transport Canada. It is a difficult registration to get and maintain, but can be removed by my company. Here is a link to the information that it is in the Canada Flight Supplement with respect to length and dimensions of Runways, etc.,</p> <p>[REDACTED]</p> <p>5. The property contains [REDACTED] of very valuable Whitebelt , non- flood plain land. Recently, the [REDACTED] recommended incorporating this land into the Urban Area. Attached is a background document dated , September 2020.</p> <p>6. The [REDACTED] will be closed for the season on October 1st, so any essential, non-invasive, environmental work, can be completed from October 1, 2020 through May 1, 2021.</p> <p>Please feel free to contact me should you have any other questions or require any more information</p>	
CT035	To: Project Team From: [REDACTED]	Email		9/25/2020	<p>I noticed on the Province's website (see link below) that an Exemption Regulation was being proposed for the Bradford Bypass (Highway 400 – 404 Link). Is this still being proposed and how will it affect your preliminary design and Class EA assignment? From your notice of commencement, it sounds like you propose to follow the standard MTO Class EA process. Will this change once an Exemption Regulation is passed?</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental (EA) Study.</p> <p>A proposal to exempt various MTO projects, including the Bradford Bypass, from the requirements of the Environmental Assessment Act has been posted by the Ministry of the Environment, Conservation and Parks (MECP) on the Environmental Registry of Ontario. However, because no regulation prescribing such an exemption has been proposed or enacted, the MTO is currently following the approved planning process for a Group 'A' project under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000). This is in accordance to the Notice of Approval issued for the 1997 Environmental Assessment Report (documenting the environmental assessment process for the route selection, right-of-way designation and future commitments for the Highway</p>

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						<p>400-Highway 404 Link) by the Minister of Environment and Energy on August 28, 2002.</p> <p>Please note that this Preliminary Design will adhere to all relevant new and existing provincial and federal legislation, including, but not limited to, Endangered Species Act, Greenbelt Plan, Heritage Act, Fisheries Act, Species at Risk Act. Please visit the Overview Page of the project website (www.bradfordbypass.ca) for a list of environmental discipline studies that will be carried out during the current preliminary design study.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT036	To: Project Team From: [REDACTED] Property Owner	Comment Form- Website	New Stakeholder Comment Form Entry	9/26/2020	[REDACTED] asked to be added to the contact list.	Added
CT037	To: Project Team From: [REDACTED] Property Owner	Comment Form- Website	New Stakeholder Comment Form Entry	9/27/2020	Asked to be added to contact list. Wants communication sent by post mail.	Added. Acknowledged post mail request.
CT038	N/A	N/A	N/A	N/A	PLACE HOLDER	PLACE HOLDER
CT039	Outlook Email- Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Email to: [REDACTED] undeliverable	Left message on sept/29/2020 with phone number and project team email.
CT040	Outlook Email- Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Email to: [REDACTED] undeliverable	Sept/29/2020 [REDACTED] spoke to someone from the [REDACTED] and obtained new email address.
CT041	Outlook Email- Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Email to: [REDACTED] undeliverable	Sept/29/2020 [REDACTED] spoke to someone from admin office of FN and update contact list for new contact.
CT042	Outlook Email- Undeliverable	Email	Automatic Reply	9/25/2020	Email to: [REDACTED] undeliverable	Sept/30/2020 [REDACTED] spoke to clerk and position no longer exists. Loy is no longer with the region.
CT043	Outlook Email- Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Email to: [REDACTED] undeliverable	Sept/29/2020 [REDACTED] discovered typo in email. Re-sent NOSC
CT044	Outlook Email- Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Automatic reply indicating to email [REDACTED] as the mailbox will not be monitored regularly	Sept/29/2020 [REDACTED] Sent to email indicated in automatic reply
CT045	Outlook Email- Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Email to: [REDACTED] undeliverable	Discovered typo in email address and re-sent email with correct address.

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CT046	Outlook Email-Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Email to: [REDACTED] undeliverable	Sept/29/2020 Updated contact information and resent the [REDACTED]
CT047	Outlook Email-Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Email to: [REDACTED] undeliverable	Sept/30/2020 Call with admin at the [REDACTED] indicated to email to [REDACTED] Email was sent.
CT048	Outlook Email-Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Email to: [REDACTED] undeliverable	Sept/29/2020 Corrected email to omit the fn as per phone conversation with admin office. Re-sent NOSC
CT049	Outlook Email-Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Email to: [REDACTED] undeliverable	see CT039
CT050	Outlook Email-Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Email to: [REDACTED] underliverable	Sept/30/2020 [REDACTED] Spoke to clerk and position no longer exists. [REDACTED] is no longer with the region.
CT051	Outlook Email-Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Email to: [REDACTED] underliverable	Sept/29/2020 [REDACTED] Sent email to [REDACTED] as [REDACTED] retired.
CT052	Outlook Email-Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Email to: [REDACTED] undeliverable	Sept/30/2020 [REDACTED] Spoke to receptionist a the town and new contact is [REDACTED]
CT053	Outlook Email-Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Email to: [REDACTED] undeliverable	Sept/29/2020 [REDACTED] Sent email to [REDACTED] as [REDACTED] website indicates [REDACTED] was replaced
CT054	Outlook Email-Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Email to: [REDACTED] undeliverable	Sept/29/2020 [REDACTED] Checked the Township of Kings website and this position no longer exists.
CT055	Outlook Email-Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Email to: [REDACTED] undeiliverable	Sept/29/2020 [REDACTED] as per conversation with admin person is no longer with the township and there is no one currently in the role.
CT056	Outlook Email-Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Email indicating he has retired from [REDACTED]	Sept/29/2020 [REDACTED] was sent email.
CT057	Outlook Email-Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Email indicated that his time at the school has come to an end and to now contact [REDACTED]	Sept/29/2020 [REDACTED] New contact added to contact list
CT058	Outlook Email-Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Email to: [REDACTED] undeliverable	Sept/30/2020 [REDACTED] A [REDACTED] Emailled to that contact
CT059	Outlook Email-Undeliverable	Email	Email Bounceback: Undeliverable	9/25/2020	Email to: [REDACTED] undeliverable	Sept/30/2020 [REDACTED] A [REDACTED] Emailled to that contact
CT060	To: Project Team From: [REDACTED]	Comment Form-Website	New Stakeholder Comment Form Entry	9/29/2020	Form asking to be added to the contact list. General comment wanting more information on the Bypass.	Sent email Acknowledging person is on contact list and will continue to receive notifications.

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	Interphase Developments					
CT061	To: Project Team From: [REDACTED] Business Owner [REDACTED]	Comment Form- Website	New Stakeholder Comment Form Entry	9/29/2020	<p>Hi Project Team,</p> <p>Please see attached completed Stakeholder Comment and Contact Information Form.</p> <p>Best Regards,</p> <p>Comment Form:</p> <p>We don't know we need more information.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The Project Team acknowledges your request for additional project information. The design alternatives and documented existing conditions will be presented at Public Information Centre (PIC) #1. Project Team members will also be in attendance to discuss any specific questions or concerns you may have.</p> <p>You will be notified through email of future PICs and updates for this study. Please continue to visit the project website (www.bradfordbypass.ca) as it will be updated throughout the study.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT062	To: Project Team From: [REDACTED]	Comment Form- Website	New Stakeholder Comment Form Entry	9/29/2020	<p>The study area is traversed by a number of watercourses. Due to the presence of these watercourses and the associated hazards, the study area is within an area regulated by the [REDACTED] and is subject to the Authority's Development, Interference with Wetlands, and Alterations to Shorelines & Watercourses Regulation (Ontario Regulation 172/06).</p> <p>During the preparation of the Environmental Screening Document detailing the existing biophysical environment, summary of design features, potential impacts of the undertaking, required mitigation procedures and commitments to future work, the [REDACTED] request that the following be considered:</p> <p>Stormwater Management</p> <p>[REDACTED] encourage inclusion of measures to treat stormwater runoff in accordance with [REDACTED] guidelines. Typically we request that the proponent provide treatment for all new proposed impervious areas and where possible existing road surfaces.</p> <p>Hydraulics</p> <p>Any alterations to any watercourse crossings may require a hydraulic analysis to ensure that there are no negative up or down stream impacts. In addition, any associated road improvements or reconstruction at a minimum should maintain existing depth flooding on the road or improve the road such that it is flood free under Regional Storm conditions.</p> <p>Erosion and Sediment Controls</p> <p>During the detailed design period of this project, all proposed methods to control sedimentation during construction and potential erosion following the completion of the project must be included. Erosion and sediment control will be an integral part of mitigation.</p> <p>Restoration</p> <p>All disturbed areas will need to be stabilized and restored with native/non-invasive seed mixes and woody species.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Study.</p> <p>The project team notes comments on behalf of the [REDACTED] and the environmental factors you have highlighted (watercourses, stormwater management, hydraulics, erosion/sediment control and restoration). During the environmental assessment process, the Project Team will conduct the following studies, among others:</p> <ul style="list-style-type: none"> - Agricultural Impact Assessment; - Air Quality Impact Assessment; - Drainage and Hydrology; - Erosion and Sediment Control Risk Assessment; - Fish and Fish Habitat Existing Conditions and Impact Assessment Report; - Fluvial Geomorphology; - Groundwater Impact Assessment; - Noise and Vibration Impact Assessment; - Preliminary Landscape Composition Plan; - Snowdrift Assessment; - 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); and, - Waste and Excess Materials Management Plan. <p>The findings of these assessments will be presented at future Public Information Centres and documented in reports which can be reviewed later in the study.</p>

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					Conclusion. ██████ staff would like to be kept informed of future meetings and proceedings through the Detailed Design process. Please forward any detailed information/reports including any draft Environmental Screening Document when available to ensure that this Authority's policy and program interests are reflected in the planning and design components for this project.	We recognize the ██████ will have valuable input to the design and as such will continue to engage with the ██████ throughout the study. If you have any additional questions, please reach out to the Project Team at your earliest convenience.
CT063	To: Project Team From: ██████	Comment Form- Website	New Stakeholder Comment Form Entry	9/29/2020	Form asking to be added to the contact list	Sent email acknowledging person was already on list and would continue to receive notifications.
CT064	To: Project Team From: Outlook	Email	Email Bounceback: Undeliverable	9/30/2020	████████████████████ Undeliverable	Sent notice to office admin to see if there is a firewall preventing project emails.
CT065	To: Project Team From: Outlook	Email	Email Bounceback: Undeliverable	9/30/2020	████████████████████ Undeliverable	Spoke with admin from the town regarding email bounce backs. Reissued emails.
CT066	To: Project Team From: Outlook	Email	Email Bounceback: Undeliverable	9/30/2020	████████████████████ Undeliverable	Spoke with admin from the town regarding email bounce backs. Reissued emails.
CT067	To: Project Team From: Outlook	Email	Email Bounceback: Undeliverable	9/30/2020	████████████████████ Undeliverable	Spoke with admin from the town regarding email bounce backs. Reissued emails.
CT068	To: Project Team From: ██████ ██████	Email	New Stakeholder Comment Form Entry	09/30/2020	██████ would like to continue to be circulated on this project and would like to provide whatever supporting information is required by the project team as needed. We would particularly be interested in reviewing any environmental reports.	Hello ██████ Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. The Project Team notes that MNRF would like to receive updates moving forward. We recognize the MNRF will have valuable input to the design and as such will continue to engage with the MNRF throughout the study. During this Preliminary Design Study, the Project Team will conduct the following environmental studies which may be of interest to the MNRF: - Fish and Fish Habitat Existing Conditions and Impact Assessment; and - Terrestrial Ecosystems Existing Conditions and Impact Assessment (including an assessment of vegetation and vegetation communities, wildlife and wildlife habitat, species at risk and designated natural areas). The findings of these assessments will be presented at future Public Information Centres and documented in reports which can be reviewed later in the study. If you have any additional questions, please reach out to the Project Team at your earliest convenience.

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						Sincerely,
CT069	To: Project Team From: [REDACTED]	Email	New Stakeholder Comment Form Entry	09/30/2020	Comment that it was great news and that it is about time this is built because traffic is an issue.	Sent email Acknowledging person is now added to contact list and will continue to receive notifications.
CT070	To: Project Team From: [REDACTED]	Email	New Stakeholder Comment Form Entry	9/30/2020	Form asking to be added to the contact list	Sent email indicating they are already on the contact list and will continue to receive notifications
CT071	To: Project Team From: [REDACTED]	Email	New Stakeholder Comment Form Entry	9/30/2020	Form asking to be added to the contact list	Sent email indicating they are already on the contact list and will continue to receive notifications.
CT072	To: Project Team From: [REDACTED]	Email	New Stakeholder Comment Form Entry	9/30/2020	With ever increasing truck and vehicle-traffic along the 8th line and proposed new development north of the 8th line. My feedback would to include a full interchange at sideroad 10 as well. In addition, an interchange at the sideroad 10 would also provide alternative routing for emergency services and north/south traffic should a hwy 400 closer occur in the event of an accident. Also suggest to remove Bradford by pass. Just call it 404-400 link. Hope my comments are helpful and will be considered.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental (EA) Assessment Study.</p> <p>The Project Team acknowledges your comments regarding an additional interchange at Sideroad 10. As part of this Preliminary Design Study, the Project Team is evaluating design refinements of the 2002 EA-approved highway alignment and interchange locations, taking into consideration the current and projected traffic demands. We continue to engage with Simcoe County and Bradford-West Gwillimbury to understand current and future highway access needs.</p> <p>An evaluation of design alternatives to the EA-approved alignment will be presented at Public Information Centre #1. The date of the PIC will be posted on the project website, and a notification will be sent to you as part of the Project Contact List.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT094	To: Project Team From: [REDACTED]	Email	FW: Notice of Study Commencement, Assignment 2019-E-0048, Bradford Bypass Preliminary Design and Class EA Study	09/30/2020	<p>Good morning [REDACTED]</p> <p>This is to acknowledge reception of the email below regarding the Bradford Bypass Preliminary Design and Class EA Study.</p> <p>Please note that the Huron-Wendat Nation is formally requesting to be engaged in any further archaeological studies that will be initiated as part of this project.</p> <p>Could you also provide us with the Stage 1 archaeological report copy ?</p> <p>Thanks and best regards,</p>	<p>Hello/Bonjour [REDACTED]</p> <p>The ministry acknowledges your response to the Notice of Study Commencement for the Bradford Bypass. Per your request, attached is the digital copy of the archaeological assessment, which was completed by the Ministry in 2020 in advance of the preliminary design.</p> <p>We look forward to engaging with you as the project progresses. If you have additional questions or wish to schedule a meeting with the Project Team after your review of the archaeology assessment, please reach out to us at your earliest convenience.</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						Sincerely, [REDACTED] [REDACTED]
CT095	To: Project Team From: [REDACTED]	Email	Re: Bradford Bypass Preliminary Design Field Investigations Notification	8/19/2020	This is farm land rented to a tenant under cultivation. I have not asked the tenant for permission to access. I will try to do so now.	Hello [REDACTED] If there are any additional considerations we should note with respect to accessing this property to accommodate the tenant, please let us know. We could include them in the advanced notification if that would work for you and the tenant. It would be very helpful to understand what field staff should be aware of in order to avoid conflicting with farming operations or respect the tenants crops, and ensure safe access on or through the property. One of our project team can discuss this with you by phone if that would be helpful. Sincerely,
CT096	To: Project Team From: [REDACTED]	Email	Re: Bradford Bypass Preliminary Design Field Investigations Notification	09/11/2020	Response to a fieldwork notification: Hello, Thank you for the update. Is there a target date for the visit? Many Thanks,	Good Morning [REDACTED] There is some flexibility with the visits. They will be conducted now until the end of September with some possibility for visits in October as well. If you have any further questions please do hesitate to contact us. Sincerely,
CT097	To: Project Team From: [REDACTED]	Email	Re: Bradford Bypass Preliminary Design Field Investigations Notification	8/28/2020	Good Morning We are still waiting for a mailed copy of the package Thank you and have a great day	Good Afternoon [REDACTED] Hope all is well with you. Per your emailed request (see below), we trust that by now you will have received the mailed copy of the Permission to Enter Request for your property located at [REDACTED] Also, as of September 24, 2020 you should have also received the Notice of Study Commencement with additional information about the Bradford Bypass Project. Attached you will find an electronic copy of the Permission to Enter form. It will be greatly appreciated if you can please return the completed and signed form to us at your earliest convenience, preferably no later than Friday, October 23, 2020. You can send the signed form back to us by email or by mail using the postage-paid return envelope included in the package you would have received. Please note, we tried to reach you by phone-call today to discuss this matter. Please feel free to contact the Project Team should you have any questions or concerns. We thank you in advance for the signed form and look forward to continued communication with you throughout the study.

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						Sincerely,
CT098	To: Project Team- [REDACTED] From: [REDACTED]	Email	Re: Bradford Bypass Preliminary Design Field Investigations Notification	8/31/2020	<p>Hello [REDACTED]</p> <p>As a follow up to your email, please find attached an executed copy of the permission to enter document.</p> <p>I have spoken with the tenant farmer, [REDACTED] and he is agreeable with you contacting him by telephone. His home number is [REDACTED] and his cell number is [REDACTED]</p> <p>Please ensure that you contact him as well, on any occasion that you intend to enter upon our property.</p>	<p>Thank you [REDACTED] for the completed form and for the information you provide in you email re: [REDACTED]</p> <p>Sincerely</p>
CT099	To: Project Team From: [REDACTED]	Email	Re: Bradford Bypass Preliminary Design Field Investigations Notification	8/3/2020	<p>Response to field work notification:</p> <p>Hello Project team,</p> <p>Our only request would be to upon arrival contact myself in [REDACTED] and or our superintendent [REDACTED]</p> <p>When is the approximate arrival time.</p>	See response for CT 096
CT099 Con't	To: Project Team From: [REDACTED]	Email	Re: Bradford Bypass Preliminary Design Field Investigations Notification	09/07/2020	<p>Hello,</p> <p>Unfortunately I will be unavailable to meet with your team Tuesday morning. When you arrive please ask our reception team to contact [REDACTED]</p> <p>Many Thanks, [REDACTED]</p>	See response for CT096

October 2020 - Consultation Record

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT073	To: Project Team From: [REDACTED]	Email	Location of Bathurst Street Exit	10/1/2020	Hello. I live on [REDACTED] I'd like to know how far north of Queensville the exit will be? Will it be north of Hochreiter road? North of Holborn? Thanks	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plate 6 (Pg. 205) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment within the study limits and consideration of the highway's proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment and interchange at Bathurst Road.</p> <p>We have added you to the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT074	To: Project Team From: [REDACTED]	Email	Loss of Farmland	10/01/2020	This project will cause us to lose valuable titled farm land.	<p>Action taken: MTO to consider this as part of the negotiations and discussions with this property owner. No response to be provided, beyond the standard acknowledgement that the communication was received.</p>
CT075	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Future Notifications, Vessel Use	10/01/2020	Asked to be added to future emails. Said he knows vessels use the waterway.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. We acknowledge your comments regarding positive impact of the bypass on the community.</p> <p>As you are already on the project contact list, you will continue to be notified through email of future public information centres and updates for this study. For further information, visit the study website: www.bradfordbypass.ca</p>

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CT076	To: Project Team From: [REDACTED] [REDACTED] [REDACTED]	New Stakeholder Comment Form	Ontario Regulation 179/06 and Areas of Environmental Significance	10/01/2020	The proposed study areas include those that fall within areas governed by Ontario Regulation 179/06 as made my the Conservation Authorities Act. Additionally, there are areas of environmental significance (Significant Woodlands, wetlands, etc.) which should be examined. Through MOUs with our member municipalities, we review applications in the context of Natural Heritage matters on their behalf. We would appreciate the opportunity to discuss this project with your team	Hi [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Study. The Project Team notes comments on behalf of the Lake Simcoe Region Conservation Authority (LSRCA) and the environmental factors you have highlighted (significant woodlands, wetlands). The Project Team will undertake various environmental studies to inform the preliminary design and identify environmental concerns, commitments and recommend mitigation measures. A full list of these environmental studies is provided on the project website (https://www.bradfordbypass.ca/overview/). We will work with the LSRCA to find opportunities to the information collected, discuss the results and solicit your input and feedback in order to satisfy regulatory requirements. In addition, the findings of these assessments will be presented at future Public Information Centres, and documented in accordance with the EA. To better assist the Project Team's assessment of the potential impacts of the proposed highway on drainage and wetland areas throughout the Holland River Watershed, the Ministry kindly requests that the Authority's drainage modelling (HECRAS) be released in order to complete our drainage analysis. This type of information-sharing is mutually beneficial, and as a respective courtesy between government agencies, is typically accommodated without user fees. If LSRCA requires the Ministry to sign a user confidentiality agreement or similar document to assure the Authority that the data will only be used for the purposes of our EA Study, I can certainly make those arrangements upon request. I look forward to meeting with the LSRCA to discuss the project. If you have any additional questions, please reach out to the Project Team at your earliest convenience. Sincerely, [REDACTED] MTO Project Manager
CT077	To: Project Team From: [REDACTED] [REDACTED]	New Stakeholder Comment Form	New Stakeholder Comment Form Entry	10/1/2020	No Comments attached to form.	Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. We have included you on our project contact list. Please find attached Notice of Study Commencement for the Bradford Bypass Preliminary Design and Class Environmental Study. You will be notified through email of future public information centres and updates for this study.

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						For further information, visit the study website: www.bradfordbypass.ca Sincerely,
CT078	To: Project Team From: [REDACTED]	Email	Re: MTO Notice of Study Commencement, Assignment 2019-E-0048, Bradford Bypass Preliminary Design and Class EA Study	10/02/2020	Good morning [REDACTED] I have read the email attached and would like to respond here regarding the water craft usage. On behalf of artesian and I, we would like to let you know that we do not use the Holland River what so ever. Sorry for not responding on the website, I find it much easier here. Also could I receive information and updates through my email instead of going on the website? That would be much appreciated. Thank you. Sincerely, [REDACTED]	Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. Thank you for providing your comments regarding usage of the Holland River. As you are already on the project contact list, you will be notified through email of future public information centres and updates for this study. For further information, visit the study website: www.bradfordbypass.ca Sincerely,
CT079	To: Project Team From: [REDACTED]	Email	Concerns regarding increase traffic within Queensville	10/02/2020	I would like to participate and receive information as my home has already been impacted by the increased traffic and noise caused by Highway 404 extension from Greenlane to Ravenshoe Road. Queensville is a quiet rural community, that has farms that we will expropriated for the proposed highway. These farms grow vegetables for Ontario families, corn, grains and hay for farmers, and businesses. The Province designated areas, Green and White belts and now breaking the rules and dumping highways on these protected lands. The owners of these lands will not get the true \$ value for their properties. I know as my uncle got hardly nothing for his farm land which was used for feed his livestock. The Ministry based the value on vacant land in another community outside of our municipality. Queensville does not need or want any more heavy traffic that does not adhere to the posted speed limits. There is no speed enforcement for heavy commercial vehicles through our area on Leslie Street from Ravenshoe Road to Queensville Sideroad, and we have a Montessori School next door to me, and the heavy commercial trucks come speeding up the road doing more than the posted 50km per hour. The Police do not stop them, that's the Ministry's job! We hear the constant traffic noise of the highway from our home on Leslie Street, Queensville and did not get the fancy noise buffers that the rich folks in Sharon received from from the Ministry of Transportation from Mount Albert Road to Green Lane. The town of Queensville is a quiet hamlet (main street is on Leslie Street near Queensville Side Road) but once the bypass is put through the traffic will even worse than it is now with the constant speeding dump trucks, and heavy traffic.	Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. The alignment of the proposed highway was assessed and subsequently approved by the Minister of Environment in 2002, as a result of the Route Planning Study and Environmental Assessment undertaken by the Ministry in the 1990s. The study and exhibits are available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). This EA-Approved highway corridor was designated by the province as a Controlled Access Highway many years ago, based on the outcome of the Route Planning EA Study. Therefore, it is not the intention or scope of this Preliminary Design EA Study to assess or explore alternative routes for the Bradford Bypass, as this work was undertaken previously. However, some minor refinement of the highway alignment is underway, in order to mitigate potential impacts on stakeholders. Environmental and engineering assessment studies including (but not limited to), noise, air quality, agricultural impacts, snowdrift, land use and traffic modelling will all be updated and considered in the development of design alternatives for the highway. The Project Team is actively engaged with local municipalities and regional governments to consult on the design, where the results of these consultations will be incorporated into the Ministry's preliminary design study and presented to the public at key stages. The Project Team acknowledges your concerns about landowners being fairly compensated for their properties in the event that their land is required by the province for the new highway. The Ministry first makes an offer of compensation in the form of a Property Purchase Agreement, to acquire lands amicably. The offer is based on market value and other items of compensation, as per the Expropriations Act. A full narrative appraisal report is completed to determine the Highest and

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					<p>When snowing the roads become difficult to say the least, as there are 2-3 steep hills just north of Queensville and there are quite a few accidents involving vehicles going into ditches.</p> <p>Holborn Road/ Leslie Street intersection is very dangerous, as there have been quite a few accidents and several fatalities and still no signalized intersection by York Region.</p> <p>The bypass would be better situated north of Bradford, closer to 12th line as the highway could go over Cooks Bay, hook up with Ravenshoe Road, and right onto Highway 404, at Woodbine Avenue expropriating farms that have been in families for generations.</p> <p>I don't see why people cannot use Highway 400 to Highway 89, down a bit and then across Cook's Bay/ bottom of Lake Simcoe and hookup with Ravenshoe Road. There use to be a small bridge that took farmers from Ravenshoe Road over Cooks Bay to the other side before hurricane hazel destroyed it.</p> <p>This will save hundreds of millions of dollars as most of the infrastructure is there now, and allow traffic from Barrie and Surrounding areas easier access.</p> <p>Just look at York Regions white elephant (Davis drive from Eagle street to Huron Heights Boulevard). All the properties expropriated, for what, an express bus lane, which is only used by Viva, not YRT or Go Transit. We call it the express route to Southlake Hospital for Emergency Vehicles only. A big was of taxpayers money!</p>	<p>Best Use of the subject property and provides a per acre rate and a final determination of compensation for the required land. If an amicable agreement is not reached, and/or if the ministry must initiate expropriation in order to meet timelines of construction works, the ministry does have the authority to commence expropriation. Negotiation does continue throughout the expropriation process.</p> <p>Consultation is an on-going component of the study. The Project Team will meet with key stakeholders, agencies, and property owners throughout the study to inform them of the design and solicit their input. There will also be opportunities through two Public Information Centres (PICs) to consult with and engage the general public on the proposed design. The design alternatives will be presented at PIC #1 where you can learn more about the proposed design and interchanges for the proposed highway. You will be notified of future public meetings and updates for this study, and encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>The Project Team acknowledges your concerns about traffic congestion and road safety in the Queensville area. The previous Route Planning EA Study completed in the 1990s concluded that the construction of the Bradford Bypass would generally help to alleviate traffic conditions on existing municipal roads. At present, there is no provincial highway connection between Hwy 404 and Hwy 400 in this area, which means that any east-west through traffic is forced to use local roads which were not designed for that purpose. As part of this Preliminary Design EA Study, the Project Team will be updating our traffic modelling to reflect the transportation system and land use changes which have taken place in York Region in recent years. Traffic impacts to the municipal road network (either positive or negative impacts) will be investigated and assessed as part of this EA Study.</p> <p>We understand that you have concerns about speed limit enforcement within your community. All existing roads within the Town of East Gwillimbury, with the exceptions of Hwy 404 and Hwy 48, are municipal roads under the jurisdiction of either the Town of East Gwillimbury or the Regional Municipality of York. The Ministry only has the jurisdiction to set speed limits on provincially-owned highways, such as Hwy 404. Municipalities are solely responsible to set appropriate speed limits on their road networks by passing local bylaws. Once municipal bylaws are in place, municipal police forces are legally empowered to issue Highway Traffic Act fines to any driver (including truck drivers) who are found to be in violation of the posted speed limit on a municipal road. However, police do have to balance their speed enforcement programs with other community policing needs, and we do appreciate that these competing demands on police resources can be very frustrating for residents.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT080	<p>To: Project Team</p> <p>From: [REDACTED]</p>	New Stakeholder Comment Form	New Stakeholder Comment Form	10/2/2020	Asked to be added to contact list.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have included you on our project contact list. Please find attached Notice of Study Commencement for the Bradford Bypass Preliminary Design and Class Environmental Study.</p> <p>You will be notified through email of future public information centres and updates for this study.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p>
CT081	<p>To: Project Team</p> <p>From: [REDACTED]</p>	New Stakeholder Comment Form	Bypass will have positive impact.	10/02/2020	Asked to be added to contact list. Comment indicating the bypass will greatly improve his work.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have included you on our project contact list. Please find attached Notice of Study Commencement for the Bradford Bypass Preliminary Design and Class Environmental Study.</p> <p>Please note in addition to receiving notification through email, we acknowledge your request to receive hard copy notification by mail.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p>
CT082	<p>To: Project Team</p> <p>From: [REDACTED] General Public</p>	New Stakeholder Comment Form	New Stakeholder Comment Form	10/02/2020	<p>Asked to be added to contact list.</p> <p>Comment indicated person wanted information for personal interest. No further comments.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the project contact list and you will be notified through email of future public information centres and updates for this study. For other matters, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible, we appreciate your patience.</p> <p>Further information on the study can be found on the project website at: www.bradfordbypass.ca</p>

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CT083	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Fleming College- Possible Input	10/02/2020	It is possible that our expertise may provide related comments to the project team.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>We welcome comments from the public related to the proposed project. You may provide comments directly to projectteam@bradfordbypass.ca, or through the project website comment form.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT084	To: Project Team From: [REDACTED]	Email	Requesting Information on Bridge Heights	10/02/2020	hello can we have more info on bridge heights for the east holland river please . thank you . the concerned boaters associations.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team acknowledges your concerns related to navigation on the Holland River. Preliminary design of the highway and bridge structures is currently underway. The design and future construction of the bridges will take into consideration navigability and maintaining proper access to the Holland River and Holland River East Branch. The Project Team is also actively engaging with Transport Canada to design the bridge structures to maintain compliance with the <i>Canadian Navigable Waters Act</i>. As part of our Notice of Study of Commencement, we asked stakeholders and members of the public to provide information about the types of vessels they use within the Holland River and Holland River East Branch to protect the existing navigable function of these waterways. The Project Team would appreciate receiving any additional information you may have regarding navigability.</p> <p>The design alternatives being developed under the current Preliminary Design and Class EA Study will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment, interchanges and structure designs.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to</p>






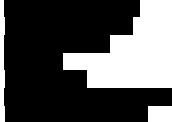


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						<p>residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT085	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	Request to be Added to Stakeholder Contact List	10/02/2020	Please add me to the stakeholder contact list.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have included you on our project contact list. Please find attached Notice of Study Commencement for the Bradford Bypass Preliminary Design and Class Environmental (Class EA) Study.</p> <p>You will be notified through email of future public information centres and updates for this study. For further information, visit the study website: www.bradfordbypass.ca</p>
CT086	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	Potential Impact to Property	10/03/2020	<p>Hi [REDACTED]</p> <p>My family and I live on [REDACTED] and we foresee this new highway having a significant impact on the enjoyment of our property. We have many concerns and among them are noise pollution, increased traffic and emissions, and the disruption to micro ecosystems.</p> <p>Going forward, can you please include this email into any project correspondences for the public? We would like to stay informed of the progress.</p> <p>In the meantime, if possible, do you have an idea whereabouts on Leslie the highway will be intersecting? This information can help ease our anxiety until more formal project plans are made.</p> <p>Please confirm receipt of this email.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>We acknowledge your concerns regarding air pollution, increased traffic and emissions and the potential disruption to micro ecosystems resulting from the Bradford Bypass. As part of this study, several environmental and socio-economic assessments will be undertaken to identify any impacts and propose mitigation measures to reduce these impacts.</p> <p>The Bradford Bypass will cross Leslie Street between Holborn and Queensville Sideroad. The proposed interchange at Leslie Street is highlighted in Exhibit S-2, plate 10 (Pg. 209) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment within the study limits and consideration for proximity to current developments is underway. The design alternatives will be presented at Public Information Centre #1 where you can learn more about the proposed highway alignment and interchange at Leslie Street. The Project Team will also be consulting directly with impacted property owners throughout the study.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the project website and distributed via Canada Post Unaddressed Admail to</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT087	<p>To: Project Team</p> <p>From: [REDACTED]</p>	New Stakeholder Comment Form	Impact of Bypass on Property	10/3/2020	<p>The municipal address of our property is [REDACTED]. We do understand that the proposed bypass will in some way impact the rear portion of our property, if indeed the location of the bypass is as indicated in the illustrations. However we do not have any notion of just how much of the proposed bypass will front onto our property, if any of our property will be needed to allow for the bypasses development. We are also concerned about noise and associated byproducts of having a bypass located at the rear of our property. Any and all information provided would be most appreciated.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit S-2, plate 10 (Pg. 209) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment within the study limits and consideration of the highway's proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre #1 where you can learn more about the proposed highway alignment and interchange at Highway 404 in proximity to your property at [REDACTED] in [REDACTED]. The Project Team will also be consulting directly with impacted property owners throughout the study.</p> <p>As part of this study, several environmental and socio-economic assessments will be undertaken to identify any impacts and propose mitigation measures to reduce these impacts. Any property requirements will be identified as the Preliminary Design progresses, as well as in later design stages.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT088	To: Project Team	Stakeholder Comment Form	Concern regarding business interruption	10/05/2020	<p>We are concerned that our organizations 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 for this project. If there is a risk this project would mean our plan had to be relocated,</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p>

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	From: [REDACTED]				we need to understand that soon as possible and need to understand the details regarding the requirement and process involved.	<p>The Project Team acknowledges your concerns regarding potential business disruption due to the construction of the Bradford Bypass and they will be taken into consideration as the study progresses. The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plate 4 (Pg. 203) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment within the study limits and consideration of the highway's proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment in proximity to your property at [REDACTED] in [REDACTED]. The Project Team will also be consulting directly with impacted property owners throughout the study.</p> <p>We have added you to the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT089	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Concern regarding impact on navigation and customers	10/05/2020	Will affect nearby road traffic and navigation of the river for customers.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team acknowledges your concerns related to navigation on the Holland River. The Preliminary design of the highway and bridge structures is currently underway. The design and future construction of the bridges will take into consideration navigability and maintaining access to the Holland River and Holland River East Branch. The Project Team is also actively engaging with Transport Canada to design the bridge structures to maintain compliance with the <i>Canadian Navigable Waters Act</i>. As part of our Notice of Study of Commencement, we asked stakeholders and members of the public to provide information about the types of vessels they use within the Holland River and Holland River East Branch to protect the existing navigable function of these waterways. The Project Team would appreciate receiving any additional information you may have regarding navigability.</p> <p>The design alternatives will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway and bridge designs.</p>

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						<p>Members of the Project Team will be available at the PIC to discuss any specific concerns you may have.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT090	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Concern regarding lack of interchange on Sideroad 10 and Sewer infrastructure	10/05/2020	<p>The bypass will be through Bradford and across three main arterial roads, SR 10, CR 4 and Artesian Parkway. Below are our initial comments on each main road</p> <ol style="list-style-type: none"> 1. SR 10 - Bradford official plan calls for an interchange from the bypass to SR 10. The initial bypass plan does not include an interchange at SR10. We wish this interchange included. 2. CR 4 - no comments 3. Artesian Parkway - eventually, Bradford will require additional services across the bypass. These will include a new sewer line and possibly water. We wish to engage on the best ways to get these across the highway, be that before construction, during construction or after. 	<p>Dear [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team acknowledges your comments on behalf of Town of Bradford West Gwillimbury regarding the three (3) main arterial roads you have highlighted. The Project Team has previously met with the Town of Bradford West Gwillimbury on October 13th, 2020. During discussions at this meeting, it was noted that the Town had an interest in provisions for an interchange at Sideroad 10. Requirements for future utility crossings at the Bradford Bypass to service the proposed development in the vicinity of Artesian Industrial Parkway were also noted and will be taken into consideration. Following on the request made at the October 13th meeting, would you be able to provide any data/information related to this proposed development and existing/proposed utility infrastructure and AT network plans?</p> <p>Our Team will continue to consult with the Town of Bradford West Gwillimbury as the Study progresses. We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT091	To: Project Team	Email	Concern regarding	10/5/2020	I am a resident of EG and I'm looking to understand the extend of the highway noise I will be subject to. I currently live [REDACTED] from highway 404 with no noise	<p>Hello [REDACTED]</p>

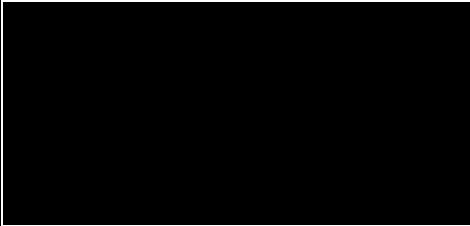








Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
	From: [REDACTED]		increase in noise from the bypass.		barrier [REDACTED] I hear the highway pretty significantly. I'm concerned that this new highway is going to compound my noise issues. Can you please advise.	Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. You are listed on the Project Contact List and you will be notified through email of future PICs and updates for this study. A copy of the Ontario Government Notice (OGN) announcing the date of future PICs 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 If you have any additional questions, please reach out to the Project Team at your earliest convenience.
CT186	To: Project Team From: [REDACTED]	Email	Concern regarding increase in noise from the bypass.	12/02/2020	Hi There I am writing with regards to the 404 highway noise situation on Boag Rd. in East Gwillimbury. I've reviewed the noise report that was done 5 years ago where it was stated that a noise barrier would improve the noise situation on Boag rd (so clearly there was a noise issue) but was not economically feasible. I wanted to understand if any improvements would be made around the noise issue as part of the Bradford Bypass? Noise barriers were constructed at the time the 404 was extended for residents of Sharon, but not the residents of Queensville. What would constitute it being economically feasible in Sharon vs. Boag rd. (Queensville). It seems to be it would be a result clearly of the density vs. the actual noise levels as the noise in Sharon would not be any different than on Boag (at least now it is) as there are very few residential dwellings within 500 m from the highway where the current noise barriers are constructed. I understand the noise study is 5 years old and I'm sure the noise levels have changed since then to be even greater. I feel like it is warranted to do another noise study and if the noise study comes back conclusive that a barrier is required, that this should be included as part of the Bradford Bypass budget (for the northern part of the 404). Is there a possibility of another noise study being done? I feel like if there were more people on the road (ie. a subdivision decided to develop on Boag) there would be no question around installing a noise barrier but because we are rural, we don't get the same consideration as other members in society within the EG boundaries. Looking forward to your response [REDACTED]	See response above.
CT186	To: Project Team From: [REDACTED] Property Owner	Email	Concern regarding increase in noise from the bypass.	12/07/2020	Hi I am following up on this email. I have yet to receive a response. Trying to understand when sound barriers will be erected on Boag Rd. The traffic noise is so bad due to the fact that the government chose to build the highway above the road. The sound study done on 2015 clearly shows that we need sound barriers. It is the right thing to do for the residents but still nothing has been done. I am woken	*See response above

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					up every morning by the traffic. Aside from moving, I don't know what else to do about it. 	
CT092	To: Project Team From: 	Phone	Concerns about BBP	10/06/2020	I don't know how you expect us to have a nice day when you're going to put a stupid Highway through our house, but would you please call me back and tell me when you're going to do this because I'm moving if you do, so give me a number. My number is  If this is  and I'd like to hear back from you idiots.	RECORD FROM PHONE CALL Hello  Thank you for reaching out to our project team and for taking my call today. It was a pleasure speaking with you and hearing your concerns about the project. This email is being sent to confirm that your email address works, and to provide you with our contact information. We will update our contact list to include both you, and your husband, so that you can receive future information about the project. I encourage you to visit our project website for more information, where you can find details on the route planning study (Overview page). To confirm, we have your contact information as:  For your reference, here are the project team contact details. My direct contact information is listed below.
CT093	To: Project Team From: 	Stakeholder Comment Form	Stakeholder Comment Form Entry	10/01/2020	Stakeholder contact form. No comments. Wants to receive communication by post mail.	Hello  Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. We acknowledge your comments regarding positive impact of the bypass. on the community As you are already on the project contact list, you will continue to be notified through email of future public information centres and updates for this study. For further information, visit the study website: www.bradfordbypass.ca Sincerely,
CT094					*See September Table	
CT095					*See September Table	
CT096					*See September Table	
CT097					*See September Table	
CT098					*See September Table	

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CT099					*See September Table	
CT099 Con't					*See September Table	
CT100	To: Project Team From: [REDACTED]	Phone	Concerns regarding BBP and potential impact on marina use	10/06/2020	Hi, my name is [REDACTED]. I have a boat at a Marina at the [REDACTED] [REDACTED]. And I'm just wondering what I'm hearing about the Bradford bypass. I was wondering if it's going to affect my boat cuz my boat security tall getting into Lake Simcoe going through the Holland River. I'm wondering how the how high the bridges are going to be.	*Also emailed. See CT 101 for email response
CT101	To: Project Team From: [REDACTED]	Email	Bridge height over River Sports Marina.	10/06/2020	Hi, my boat is moored at [REDACTED] and I am wondering how high the bridges are going to be to know if I will be able to get to Lake Simcoe once the bypass is finished .	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team acknowledges your concerns related to navigation on the Holland River. Preliminary design of the highway and bridge structures is currently underway and includes design and construction considerations for navigability and maintaining access for watercraft that travel on the Holland River and Holland River East Branch. The Project Team will consult with Transport Canada to satisfy the requirements of the <i>Canadian Navigable Waters Act</i> for both river crossings of the highway. As part of this process we encourage stakeholders and members of the public to provide information about the types of vessels they use within the Holland River and Holland River East Branch to protect the existing navigable function of these waterways. We would appreciate receiving any additional information you may have regarding navigability, by providing us with the following information about your vessel:</p> <p>Type of vessel used:</p> <ul style="list-style-type: none"> o Canoe/Kayak length o Commercial vessels 8 m length o Motorized Boats <5 m o Motorized Boats 5 m to 8 m o Motorized Boats > 8 m o Other type (please provide written details) <p>The design alternatives being developed under the current Preliminary Design and Class EA Study will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment, interchanges and structure designs.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN)</p>

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						<p>announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available. The requested navigation information can be provided by return email or by completing the form on the project website here: https://www.bradfordbypass.ca/contact-us/. Please reference #CT101 if completing the web form.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT101.1	To: Project Team From: Outlook	Email	UNDELIVERABLE EMAIL	10/29/2020	<p>Hi. This is the gmail-send program at imap.eagle.ca. I'm afraid I wasn't able to deliver your message to the following addresses. This is a permanent error; I've given up. Sorry it didn't work out.</p> <p>[REDACTED]: [REDACTED] [REDACTED]</p>	<p>*Attempted to send auto response and received email saying it was undeliverable.</p> <p>No phone number was left in the voicemail message.</p> <p>Called [REDACTED] for contact info. 12/14/2020. [REDACTED] - [REDACTED] worker asked us to call at 11am on 12/16/2020 to get contact info for [REDACTED]</p>
CT102	To: Project Team From: [REDACTED]	Email	MTO Notice of Study Commencement, Assignment 2019-E-0048, Bradford Bypass Preliminary Design and Class EA Study	10/6/2020	<p>Please note Transport Canada does not require receipt of all individual or Class EA related notifications. We are requesting project proponents self-assess if their project:</p> <ol style="list-style-type: none"> Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at www.tbs-sct.gc.ca/dfrp-rbif/; and Will require approval and/or authorization under any Acts administered by Transport Canada* available at http://www.tc.gc.ca/eng/acts-regulations/menu.htm. <p>Projects that will occur on federal property prior to exercising a power, performing a function or duty in relation to that project, will be subject to a determination of the likelihood of significant adverse environmental effects, per Section 82 of the Impact Assessment Act, 2019.</p> <p>If the aforementioned does not apply, the Environmental Assessment program should not be included in any further correspondence and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded electronically to: [REDACTED] with a brief description of Transport Canada's expected role.</p> <p>*Below is a summary of the most common Acts that have applied to projects in an Environmental Assessment context:</p>	<p>To Whom it May Concern,</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team acknowledges your comments on behalf of Transport Canada regarding impacts to federal property or waterways. The design and future construction of the bridges will take into consideration navigability and maintaining proper access to the Holland River and Holland River East Branch, which are both listed as scheduled waters under the <i>Canadian Navigable Waters Act</i>. All relevant federal legislation will be considered as this Preliminary Design Study progresses.</p> <p>We recognize that Transport Canada is an important stakeholder for this project and as such will continue to engage with your organization throughout the study, and during future design phases. Transport Canada contact information will be maintained on the Project Contact List and updated to include direct consultation contacts when available, to maintain engagement with Transport Canada through all phases of design and notified of future consultation opportunities including PICs and updates for this study. The date of future PICs 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 direct communication.</p>

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					<ul style="list-style-type: none"> Canadian Navigable Waters Act (CNWA) – the Act applies primarily to works constructed or placed in, on, over, under, through, or across navigable waters set out under the Act. The Navigation Protection Program administers the CNWA through the review and authorization of works affecting navigable waters. Information about the Program, CNWA and approval process is available at: http://www.tc.gc.ca/eng/programs-621.html. Enquiries can be directed to [REDACTED] Railway Safety Act (RSA) – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: https://www.tc.gc.ca/eng/railsafety/menu.htm. Enquiries can be directed to [REDACTED] Transportation of Dangerous Goods Act (TDGA) – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: https://www.tc.gc.ca/eng/tdg/safety-menu.htm. Enquiries can be directed to [REDACTED] Aeronautics Act – Transport Canada has sole jurisdiction over aeronautics, which includes aerodromes and all related buildings or services used for aviation purposes. Aviation safety in Canada is regulated under this Act and the Canadian Aviation Regulations (CARs). Elevated Structures, such as wind turbines and communication towers, would be examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. The Land Use In The Vicinity of Aerodromes publication recommends guidelines for and uses in the vicinity of aerodromes, available at: https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm. Enquires can be directed to at tc.aviationservicesont- [REDACTED] <p>Please advise if additional information is needed.</p>	<p>As the design advances and a self-assessment is completed, the Project Team would like to engage with the Navigation Protection Program (NPP) staff to provide updates and seek input regarding approvals and regulatory requirements for the Holland River and East Branch of the Holland River structures.</p> <p>If you have any additional questions or would like to schedule a meeting to discuss specific components of the project, please reach out to the Project Team at your earliest convenience.</p>
CT103	To: Project Team From: [REDACTED]	Email	Concerns regarding noise and the bypass-proximity to house	10/06/2020	<p>TEAM, I live at [REDACTED]</p> <p>According to your preliminary drawings (attached) New bypass should cross the line right in the middle between 8 and 9th line. Please zoom attached screenshot in, as far as I can see, line HWY will be approx [REDACTED] from the last houses on [REDACTED]. Nowadays if I have my windows open I can hear noise of the cars coming from [REDACTED], so my concern once construction is completed, I won't be able to be at the backyard at all?!?! It will</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team acknowledges your concerns regarding potential noise impacts related to the Bradford Bypass. As part of this EA study, a Noise Assessment and Air Quality Assessment will be conducted to identify any potential impacts to sensitive</p>

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					<p>feel like you are standing in the middle of the HWY ?! Please advise what kind of noise / gas pollution barriers technology /structures will be used (planning to be used) to decrease (illuminate ???) those factors . I live in a nice and quiet place and dont want to move to another place from my home .</p> <p>Thank you for your reply Best Regards</p> 	<p>receptors and recommend appropriate mitigation measures. The findings of these and other studies will be presented at future Public Information Centres (PICs).</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plate 4 (Pg. 203) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment within the study limits and interchange designs is currently underway and will take several design and environmental factors into consideration. The design alternatives will be presented at PIC #1 where you can learn more about the proposed design and interchanges for the proposed highway.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT104	To: Project Team From: 	Email	BBP PD/EA Permission to Enter Request	8/14/2020	<p>Would like the email  to be added to the contact list. Also indicated  would like to be added to list.</p>	Sent email indicating we added person to contact list. Acknowledged person wanted to receive notifications through post mail.
CT105	To: Project Team From: 	New Stakeholder Comment Form	New Stakeholder Comment Form Entry	10/07/2020	<p>Would like to be added to mailing list.</p>	Sent email indicating we added person to contact list. Acknowledged person wanted to receive notifications through post mail.
CT106	To: Project Team From: 	Email	Silver Lakes Flying Club- Aerodrome Application	10/07/2020	<p>Ladies and Gentlemen, We are the owners of the  property. We are currently undergoing the application process for an aerodrome on this property. Please find attached the plans for this aerodrome. It would be very much appreciated if you would keep this in mind whilst going forward with your planning process and please keep us posted.</p> <p>Regards</p>	<p>Hello </p> <p>The Project Team acknowledges your comment regarding application for an aerodrome at . We will notify any field staff who are undertaking investigations on or near this property.</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plate 6 (Pg. 205) from the Route Planning Study and</p>

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						<p>Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment within the study limits and consideration of the highway's proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment and interchange at Bathurst Street.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT107	To: Project Team From: [REDACTED]	Email	The study of Bradford Bypass Route is too close to current residential areas	10/07/2020	<p>Dear Sirs/Madam,</p> <p>Thank you for your information sent to our mailbox.</p> <p>The proposed route for the Bradford Bypass would be between Line 8 and Line 9, it will too close to the current Residential areas.</p> <p>After we received the Notice of Study, we drove several times on the sideroad 10 between Line 8 and Line 9, the distance between Line 8 and Line 9 is about 1700meters.</p> <p>The only route should be on the current construction material area. Then the junction bridge would be too close to country road 88 and the Bypass route would be within 500meters from the Crossland Blvd and north of Crossland Blvd will be a school and some commercial area.</p> <p>That will be too close to residential areas on both side of the Bypass route.</p> <p>We suggest the Bypass route should be north 9th line or between 11th Line and 12th Line, close to the waste facility. There very few houses and residents will be affected by noise and waste gas.</p> <p>Thank you for your attention.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team acknowledges the information you have provided regarding the location of the proposed Bradford Bypass.</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plates 2-10 (Pg. 201-209) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment within the study limits and consideration of the highway's proximity to existing and approved developments is underway. The design alternatives will be presented at PIC #1 where you can learn more about the proposed design and interchanges for the proposed highway.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT108	<p>To: Project Team</p> <p>From: [REDACTED]</p>	New Stakeholder Comment Form	Concern regarding truck traffic and noise	10/07/2020	<p>I am a resident in the area - and at present concerned with Traffic/Noise- truck traffic in the area of 9th Line /Yonge St. This project will add a significant amount of traffic/noise to the area of the 9th line. Will noise attenuation barrier be proposed to the exiting residential properties. I would like to receive copies of noise assessments and traffic studies when available.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>Refinement of the highway alignment within the study limits and interchange designs is currently underway and will take several factors into consideration, including noise. The design alternatives will be presented at PIC #1 where you can learn more about the proposed design and interchanges for the proposed highway.</p> <p>The Project Team acknowledges your concerns regarding potential noise impacts related to the Bradford Bypass. As part of this EA study, a Noise Assessment will be conducted to identify any potential impacts to sensitive noise receptors and recommend appropriate mitigation measures. The findings of this and other studies will be presented at a future Public Information Centre (PIC) and environmental assessment documentation.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT109	<p>To: Project Team</p> <p>From: [REDACTED]</p>	New Stakeholder Comment Form	Affect on OMAFRA Ministry Mandate	10/7/2020	<p>May impact ministry mandate specifically in regards to prime agricultural areas including specialty crop areas.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team acknowledges your comments on behalf of the Ministry of Agriculture, Food and Rural Affairs (OMAFRA). Your concerns regarding impacts to prime agricultural areas are noted.</p> <p>As part of this EA study, an Agricultural Impact Assessment will be completed by the Project Team, per the OMAFRA <i>Draft Agricultural Impact Assessment (AIA) Guidance Document</i> (March 2018). This assessment will include direct consultation with OMAFRA and local farming communities and identify potential impacts to farmlands and agricultural operations.</p> <p>We have added you as a direct contact for OMAFRA on the Project Contact List.</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>Please advise us if there are additional or alternate contacts we should consult with through the design stages for the project.</p> <p>Going forward you will also be notified through email of future Public Information Centres (PICs) and updates for this study. The date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>If you have any additional questions or would like to schedule a meeting to discuss specific components of the project, please reach out to the Project Team at your earliest convenience. We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>
CT110	To: Project Team From: [REDACTED]	Email	[REDACTED] Response: Highway 400 - Highway 404 link Bradford Bypass	10/08/2020	<p>Thank you for sending us notification regarding (Highway 400 - Highway 404 link Bradford Bypass). In our preliminary assessment, we have confirmed that [REDACTED] has existing high voltage Transmission facilities within your study area (see map attached). At this time we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project. In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermain, parking). Please take this into consideration in your planning.</p> <p>Also, we would like to bring to your attention that should (Highway 400 - Highway 404 link Bradford Bypass) result in a [REDACTED] station expansion or transmission line replacement and/or relocation, an Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Minor Transmission Facilities ([REDACTED] 2016). This EA process would require a minimum of 6 months for a Class EA Screening Process (or up to 18 months if a Full Class EA were to be required) to be completed. Associated costs will be allocated and recovered from proponents in accordance with the Transmission System Code. If triggered, [REDACTED] will rely on studies completed as part of the EA you are current undertaking.</p> <p>Consulting with [REDACTED] on such matters during your project's EA process is critical to avoiding conflicts where possible or, where not possible, to streamlining processes (e.g., ensuring study coverage of expansion/relocation areas within the current EA). Once in receipt of more specific project information regarding the potential for conflicts (e.g., siting, routing), [REDACTED] will be in a better position to communicate objections or not objections to alternatives proposed.</p>	<p>Hello,</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team confirms receipt of the provided map showing the location of [REDACTED] existing high voltage Transmission facilities within the Study Area.</p> <p>We also acknowledge and take into consideration the information you provided on potential provisions for future lines, the possibility of existing secondary land uses within [REDACTED] corridors, the potential requirement of an associated environmental assessment (if any), and the clearance requirements. If you are able, please kindly provide any available information for future lines or secondary land uses that you have at this time. At this time, the Project Team is reviewing the existing network that is currently in the field and are generating alternatives to avoid or mitigate impacts to [REDACTED] infrastructure.</p> <p>Our Team will continue to consult with [REDACTED] as the Study progresses. We have added this email addressed to the Project Contact List and you will be notified through email of future PICs and updates for this study. If you would like to notifications sent to a specific individual, please provide their contact information. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>If you have any additional questions or would like to schedule a meeting to discuss specific components of the project, please reach out to the Project Team at your earliest convenience. We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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					<p>If possible at this stage, please formally confirm that [REDACTED] infrastructure and associated rights-of-way will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with [REDACTED] which ultimately could result in timelines identified above.</p> <p>In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.</p> <p>Be advised that any changes to lot grading or drainage within, or in proximity to [REDACTED] transmission corridor lands must be controlled and directed away from the transmission corridor.</p> <p>Please note that the proponent will be held responsible for all costs associated with modifications or relocations of [REDACTED] infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.</p> <p>We reiterate that this message does not constitute any form of approval for your project. [REDACTED] must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to [REDACTED]</p> <p>Sent on behalf of [REDACTED]</p>	
CT111	<p>To: [REDACTED]</p> <p>From: [REDACTED]</p>	New Stakeholder Comment Form	New Stakeholder Comment Form Entry	10/8/2020	<p>Asked to be added to mailing list. Indicated their position at the [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have included you on our project contact list. Please find attached the Notice of Study Commencement for the Bradford Bypass Preliminary Design and Class Environmental Study.</p> <p>You will be notified through email of future public information centres and updates for this study.</p> <p>Please note in addition to receiving notification through email, we acknowledge your request to receive hard copy notification by mail.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p>
CT112					*See CT113 below	
CT113	To: Project Team	Email	Request to add an additional interchange at Yonge St	10/8/2020	<p>Hello Sir / Madam,</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. It was a pleasure speaking with you and</p>

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	From: [REDACTED] [REDACTED] Property Owner				<p>I received a Preliminary Design and Environmental Assessment Study notice for the Bradford Bypass. I am requesting to add another interchange at the Yonge St.</p> <p>There are a lot of new subdivisions that are being built as we speak; and the interchange at Yonge St would be very convenient to gain access to the bypass.</p>	<p>appreciate your time to speak with [REDACTED] on October 29, 2020 as a follow up to your voicemail.</p> <p>We acknowledge your comments regarding the request for the team to consider a new interchange at Old Yonge Street to accommodate future development on Yonge Street south of Queensville Sideroad, and reduce travel time to other proposed interchanges.</p> <p>We are currently in the preliminary design phase of the study and will be able to share details for the proposed design alternatives at the public information centre in 2021. We encourage you to participate in the public meeting to present the design alternatives to provide your feedback and to discuss the project with the team.</p> <p>We have included you on our project contact list so that you will be notified through email of future public information centres and updates for this study.</p> <p>If you have any additional questions, please reach out to the project team at your earliest convenience.</p> <p>Sincerely,</p>
CT114	To: Project Team From: [REDACTED] [REDACTED]	New Stakeholder Comment Form	New Stakeholder Comment Form Entry	10/8/2020	Person would like to be added to mailing list.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have included you on our project contact list. Please find attached Notice of Study Commencement for the Bradford Bypass Preliminary Design and Class Environmental Study.</p> <p>You will be notified through email of future public information centres and updates for this study.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p>
CT115	To: Project Team From: [REDACTED] [REDACTED]	Email	Public Consultation	10/08/2020	Person would like to remain up to date on the bradford bypass. Question regarding sending out newsletter and if we intend on having public meetings.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have included you on our project contact list. Please find attached Notice of Study Commencement for the Bradford Bypass Preliminary Design and Class Environmental Study.</p>

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						<p>You will be notified through email of future public information centres and updates for this study.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p>
CT116	<p>To: Project Team</p> <p>From: [REDACTED]</p>	New Stakeholder Comment Form	New Stakeholder Comment Form-Entry	10/8/2020	Person would like to be added to mailing list.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have included you on our project contact list. Please find attached Notice of Study Commencement for the Bradford Bypass Preliminary Design and Class Environmental Study.</p> <p>You will be notified through email of future public information centres and updates for this study.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p> <p>Sincerely,</p>
CT117	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	<p>[REDACTED] Comments - Bradford Bypass -Concerns regarding lane closure and impact on the movement of goods</p>	10/8/2020	<p>[REDACTED] responses and comment regarding additional stakeholders who wish to be consulted.</p> <p>The east-west linkage will enable greater movement in terms of transport and logistics for existing industrial operations (i.e. support existing industrial operations within industrial/commercial corridor along Artesian Industrial Parkway and surrounding areas in Bradford West Gwillimbury) and also would benefit future employment uses such as the designated employment area in Queensville Sideroad and Woodbine Avenue in the Town of East Gwillimbury.</p> <p>During the construction phase scheduled to begin in 2023, however, there is the potential for goods movement to be impaired, particularly through lane closures and/or detours on Highway 400 as the interchange with the bypass is built. The supply chains of key manufacturing stakeholders could be impacted during this time. In particular, Honda of Canada Manufacturing, which relies on several suppliers in the area, has indicated that it would appreciate the identification of a contact for the project with whom it may discuss its concerns.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team acknowledges your comments on behalf of the Ministry of Economic Development, Job Creation and Trade (MEDJCT). We appreciate your support for the Bradford Bypass and its ability to support greater movement for people and goods throughout County of Simcoe and York Region.</p> <p>The Project Team is consulting with local municipalities to take into consideration transportation needs and master plans, in support of the traffic modelling studies and design refinement during preliminary design. We will continue to engage with local businesses, community representatives and residents within the project corridor to present the design and solicit feedback as part of the Class EA. The Project Team will also work with the municipalities and stakeholders to minimize/mitigate impacts to the travelling public during all stages of construction.</p> <p>Thank you for identifying Honda of Canada Manufacturing as a key stakeholder. We welcome their participation and feedback during the study. Their representative(s) can contact the Project Team via email (projectteam@bradfordbypass.ca), or by phone at 877-247-6036 at their earliest convenience. Comments may be addressed to [REDACTED], who is the overall MTO Project Manager for the Bradford Bypass EA Study.</p>

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						<p>The Preliminary Design is anticipated to be completed in early 2023, allowing MTO to further refine the project through Detail Design with the possibility of advancing some components of the project for early construction. Construction of the Bradford Bypass is subject to funding, completion of detail design, and having permits, licenses, approvals, and authorizations in place prior to construction.</p> <p>Our Team will continue to consult with MEDJCT as the Study progresses and welcome opportunities to meet with representatives of MEDJCT to discuss the project. We have added you as a contact for MEDJCT to the Project Contact List to include you in receiving notification of future Public Information Centres (PICs) and updates for this study. The date of future PICs will also be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT118	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Potential impact on water and wastewater infrastructure	10/09/2020	The proposed by-pass will is to be constructed through York Region and as such may impact existing or future water and wastewater underground infrastructure.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team acknowledges your comments regarding potential impacts of the Bradford Bypass on water and wastewater underground infrastructure within York Region. The Project Team will continue to consult with York Region to identify any potentially impacted existing or future utilities and take their locations into consideration as the design process progresses. If you are able, would you kindly provide any water/wastewater network plans (existing, future, abandoned) to the Project Team to reference during the study.</p> <p>We have added you the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>

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CT119	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Bypass will improve transportation, logistics etc.	10/09/2020	This is an eagerly anticipated project for the entire community and especially for our manufacturers and companies involved with transportation, logistics and distribution. I would like to be able to promote any progress on this initiative to the business community.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have included you on our project contact list. Please find attached Notice of Study Commencement for the Bradford Bypass Preliminary Design and Class Environmental Study.</p> <p>You will be notified through email of future public information centres and updates for this study. Once you receive these updates, feel free to circulate them to the business community. Alternatively, we welcome the business community to visit our project website at www.bradfordbypass.ca and/or send in a request to be added to the project contact list so that they may receive updates directly.</p> <p>Thank you for taking the time to provide your comments. If you have any further questions please do not hesitate to reach out.</p>
CT120	To: Project Team From: [REDACTED]	Email	Request to be added to contact list, question regarding when input can be expressed	10/09/2020	<p>Good morning,</p> <p>I would like to request to be put on a mailing list for any information being released for this project. Also, would one have to wait until a public information meeting is set to provide input or may I do so in advance?</p> <p>Thank you.</p> <p>[REDACTED]</p>	<p>Good Morning [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have included you on our project contact list. Please find attached Notice of Study Commencement for additional information regarding the Bradford Bypass Preliminary Design and Class Environmental Study.</p> <p>You will be notified through email of future public information centres and updates for this study.</p> <p>You may provide input by contacting us via email, or filling out a comment form online using the website listed below.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p> <p>If you have any questions, please do not hesitate to reach out.</p>
CT121	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	New Stakeholder Comment Form Entry	10/11/2020	Would like to be added to mailing list.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have included you on our project contact list. Please find attached the Notice of Study Commencement for the Bradford Bypass Preliminary Design and Class Environmental Study.</p> <p>You will be notified through email of future public information centres and updates for this study.</p>

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CT122	To: Project Team From: [REDACTED]	Email	Highway 400-404 link - Study comments-concerns regarding interchanges, usage of the Bypass	10/13/2020	<p>I am writing regarding the highway 400-404 study. First of all I want to make clear I believe the by-pass is needed. However, there are points which are unclear and based on the Ontario government one page notice do not make much common sense. I have called in the region to ask a few questions but never received a call back hence this email.</p> <p><u>1- Interchanges:</u> Interchange at Leslie Street and Bathurst do not make sense. As these may appear to make sense on paper, as part of the 'user group' they are impractical.</p> <p>Given that a major infrastructure project was completed on second concession, it has been widened and leads to a transportation hub, why isn't the interchange proposed at second concession? Do one interchange on the Second concession and remove Leslie and Bathurst street reducing environmental impact.</p> <p><u>2- User group usage:</u> Most people that will use this interchange need to head to Barrie, Bradford and the East Gwillimbury Go train.</p> <p>Bathurst street is a 60km residential zone with 2 lanes. Leslie street is too close to Hwy 404 to add an interchange. Heading south on Leslie it becomes a 50km zone with only 2 lanes, 1 Northbound and 1 Southbound (at least on Leslie street there are sidewalks)</p> <p>What will become of the residents along Bathurst street which currently due to the volume of traffic and lack of sidewalks can not leave their homes unless they are in a vehicle. It has become extremely unsafe and noisy.</p> <p>The Second concession currently has more undeveloped land and this gives more possibilities to address a higher volume of traffic by widening it now. There are less residences and usually set further into the property.</p> <p><u>3- Bathurst/Yonge/Go train/Toll Road street intersection:</u> This 3 way stop intersection would need to be reconfigured if an interchange at Bathurst is placed. More money to be considered. This is a highly congested and accident prone 3 way stop. It simply does not work. Creating an interchange on Bathurst street would increase traffic and generate a further traffic congestion. Currently the traffic starts to back up around 3:00pm all the way up towards Bathurst street and down Toll road.</p> <p>4- Has a user group analysis been done?</p> <p>I hope my comments are taken in a positive light and used to improve this proposal. In my work experience and as a resident in the area I do not see the user pattern being reflected in this proposal. Maybe there is something I am not seeing or is unknown to me, that can better explain the proposed strategy. Maybe there is more information you are willing to share.</p> <p>Yes, we should do environmental assessments but we should also do <u>resident life-quality impact assessments</u>.</p> <p>I hope my comments get through and not thrown to a spam inbox.</p> <p>Thank you for your time, [REDACTED]</p>	<p>For further information, visit the study website: www.bradfordbypass.ca</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study and we welcome your thoughtful and detailed questions on the project, design alternative evaluations and environmental assessment considerations.</p> <p>The Preliminary Design and Class Environmental Assessment of the Bradford Bypass, including the proposed interchanges at County Road 4, Bathurst Street and Leslie Street is based on the 2002 EA approved route planning study. Refinements to the design within the Study Area may be made during the study based on various factors including an updated traffic demand assessment, which is being prepared to confirm the feasibility of the proposed interchange locations. As part of that refinement, the project team is actively engaged with local municipalities and regions for consultations on the design. The results of these consultations will be incorporated into the Ministry's preliminary design study and presented to the public at key stages. At this time, MTO cannot make any commitments to an interchange at Second Concession without further analysis, advancing the study, and extensive consultation with impacted stakeholders.</p> <p>The intersection of Bathurst Street/Toll Road and Yonge Street are municipal roads under the jurisdiction of York Region. Any specific concerns about existing operational problems of the road or at the intersection would need to be discussed with York Region, as the MTO does not have jurisdiction over the intersection. In addition, future traffic impacts to the area's municipal roads resulting from the construction of the Bradford Bypass will be considered as part of the EA Study.</p> <p>This project is being undertaken as a Group "A" Environmental Assessment Study, which will evaluate the impact of the proposed transportation corridor based on various environmental factors. This includes, but is not limited to air quality, noise impacts, groundwater, surface water, fluvial geomorphology, landscaping, archaeology/built heritage features, terrestrial and fisheries impacts, and land use components. A full list of environmental discipline studies that will be carried out as part of this study can be found on the project website, under the 'Overview' tab (www.bradfordbypass.ca).</p> <p>Consultation is an on-going component of the study. The Project Team will meet with key stakeholders, agencies, and property owners throughout the study to inform them of the design and solicit their input. There will also be opportunities through two Public Information Centers (PIC) to consult with and engage the general public on the proposed design.</p> <p>The design alternatives will be presented at PIC #1 where you can learn more about the proposed design and interchanges for the proposed highway. You will be notified of future public meetings and updates for this study.</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						If you have any additional questions, please reach out to the project team at your earliest convenience.
CT123	To: Project Team From: [REDACTED]	Email	Concern regarding home being too close to the proposed bypass.	10/13/2020	<p>Hello</p> <p>I just moved into a house on [REDACTED] I found out after moving from locals that a highway will be going in right beside my house. This is very upsetting as I paid a lot of money for my home to have a quite Private lot and now a highway will be seconds away from my front door. Can someone please call me so I can figure out if this info is true because I have anxiety over this situation as I just invested [REDACTED] in renos for my home I paid [REDACTED] for. I worry now I will have to move and selling will be hard with a busy highway right beside my front door also the cost of selling is very high too.</p> <p>I appreciate your time</p> <p>Thank you</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit S-2, plate 8 (Pg. 207) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment within the study limits and consideration of the highway's proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre #1 where you can learn more about the proposed highway alignment on Yonge Street.</p> <p>A member of the Project Team will be able to speak to you by phone. Please provide the best phone number and time of day to reach you by responding to this email (ProjectTeam@BradfordBypass.ca) or you may call the project team at 1 (877) 247-6036. Please reference communication record #CT123 in your message and we will be able to prioritize your call.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT124	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	New Stakeholder Comment Form Entry	10/13/2020	Would like to be added to mailing list.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have included you on our project contact list. Please find attached the Notice of Study Commencement for the Bradford Bypass Preliminary Design and Class Environmental Study.</p> <p>You will be notified through email of future public information centres and updates for this study.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						Sincerely,
CT125	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	New Stakeholder Comment Form Entry	10/13/2020	Would like to be added to mailing list.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>As you are already on the project contact list, you will continue to be notified through email of future public information centres and updates for this study. For further information, visit the study website: www.bradfordbypass.ca</p> <p>Sincerely,</p>
CT126	To: Project Team From: [REDACTED]	Email	Ainley Group Simcoe County	10/13/2020	<p>Good Morning,</p> <p>Further to my conversation with [REDACTED] this morning, the County of Simcoe has awarded a site preparation contract for Phase 1 of the County Road 4 Widening project to Dufferin Construction. A preconstruction meeting is planned for later this week and work is anticipated to commence shortly. We have applied for an [REDACTED] and have attached, for your information, the pertinent site preparation drawings to illustrate the proposed work in the vicinity of MTO's designated corridor for the Bradford Bypass. Please let us know if there is anything further that is required.</p> <p>Thank you, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team confirms receipt of the provided site preparation drawings for Phase 1 of the County Road 4 Widening.</p> <p>The Project Team will continue to consult with County of Simcoe and their consultants/construction groups as required during the course of both projects. We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT127	To: Project Team From: [REDACTED]	Stakeholder Comment Form	Stakeholder Comment Form Entry	10/8/2020	Scanned new stakeholder comment form. No comments within the form.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have included you on our project contact list. Please find attached the Notice of Study Commencement for the Bradford Bypass Preliminary Design and Class Environmental Study.</p> <p>You will be notified through email of future public information centres and updates for this study.</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						For further information, visit the study website: www.bradfordbypass.ca
CT128	To: Project Team From: [REDACTED]	Email	Attn [REDACTED]	10/8/2020	Please confirm receipt Thank you [REDACTED]	Thank you for providing a copy of the email. We have receiving the attached information and are looking into our records for the various properties. We will follow up with Frank to provide clarification of our call today. The following is alternate contact information to seek information on the project, including a link to the project website. Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036 Website: www.bradfordbypass.ca Thank you again for reaching out to us and we will follow up with you with further details related to the property permission to enter process. Cheers, [REDACTED]
CT128 Con't	To: [REDACTED] Rankin From: [REDACTED]	Email	[EXTERNAL] Re: Fw: Attn [REDACTED]	10/27/2020	Hello [REDACTED] Please call me ASAP Thank you [REDACTED]	Hi [REDACTED] We've looked into the property ownership details. Do you have time at 1:30pm on Thursday November 5, 2020 for a call to go through the details that we have? Thank you, [REDACTED]
CT128 Con't	To: [REDACTED] Rankin From: [REDACTED]	Email	[EXTERNAL] Re: Fw: Attn [REDACTED]	11/05/2020	Hi [REDACTED] Thank you for the email. Yes, [REDACTED] would like to talk to you about the details. Please call today at 1:30pm today	Hello [REDACTED] 1:30 this afternoon works for me as well. I was on another call, and will review the voicemail you left today. Looking forward to meeting with this afternoon. Cheers

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
					Thank you	
CT129	To: Project Team From: [REDACTED]	Phone	Bradford Bypass interchange at County Road 4	10/13/2020	[REDACTED] called and left a message indicating he has a few questions about the bypass and he would like someone from the project team to call him back.	Call returned [REDACTED] spoke to Vern regarding impacts on Turner Court. Concerns were addressed has no further concerns. 10/29/2020
CT130	To: Project Team From: [REDACTED]	Phone	New Designs for the Bypass?	10/13/2020	Good afternoon, Kindly add me to your email distribution list. Any new designs for the subject by-pass being released? Regards	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>Refinement of the highway alignment within the study limits and interchange designs is currently underway and will take several design and environmental factors into consideration. The design alternatives will be presented at PIC #1 where you can learn more about the proposed design and interchanges for the proposed highway. The preferred highway corridor from the previous Route Planning Study that received EA approval in 2002 can be viewed in Exhibit 5-2, plates 2 - 10 (Pg. 201 - 209) is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study).</p> <p>You are listed on the Project Contact List and will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>Should you have any additional questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT131	To: Project Team From: [REDACTED]	Email	MHSTCI comments - Hwy 400 to Hwy 404 Link (The Bradford Bypass)	10/13/2020	<p>Good afternoon,</p> <p>Please find attached a letter with comments from the [REDACTED] on the above mentioned project.</p> <p>Sincerely, [REDACTED]</p> <p>[Letter text:] Dear [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study, and the Project Team acknowledges receipt of the comments you have provided on behalf of the [REDACTED]</p> <p>We acknowledge [REDACTED] has received and filed the Stage 1 Archaeological Assessment Report and Project Information Form for Stage 2 Archaeological Assessment work [REDACTED] for the Bradford Bypass project. Stage 2, 3 and</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
					<p>Thank you for providing the [REDACTED] with the Notice of Commencement for the above-referenced project. [REDACTED] interest in this Environmental Assessment (EA) project relates to the following aspects of its mandate:</p> <ul style="list-style-type: none"> Conserving Ontario's cultural heritage, which includes: <ul style="list-style-type: none"> Archaeological resources, including land and marine; Built heritage resources, including bridges and monuments; and Cultural heritage landscapes; Protecting and stimulating tourism growth and investment, sport and recreational activities and facilities in Ontario. <p>The recommendations below are for a Group 'A' project under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) (Class EA), as described in the notice of study commencement.</p> <p>We are aware that this project was subject to an Independent Environmental Assessment which was approved with conditions in 2002. We are also aware that the Ministry of the Environment, Conservation and Parks has proposed a regulation to exempt the Bradford Bypass Project from the requirements of the Environmental Assessment Act.</p> <p>Project Summary The proposal is to construct a new 16.2 km rural highway from Highway 400 between Lines 8 and 9 in Bradford-West Gwillimbury, across a small portion of King Township, and connecting to Highway 404 between Queensville Sideroad and Holborn Road in East Gwillimbury. There are proposed full and partial interchanges, and grade separated crossings at intersecting municipal roads and watercourses. The project will include the Preliminary Design for the replacement of the 9th Line structure on Highway 400.</p> <p>Identifying Cultural Heritage Resources Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.</p> <p>Please note that the Standards and Guidelines for Conservation of Provincial Heritage Properties (S&G), prepared pursuant to Section 25.2 of the Ontario Heritage Act (OHA), came into effect on July 1, 2010. All Ontario government ministries and public bodies that are prescribed under Ontario Regulation 157/10</p>	<p>4 Archaeological Assessments will be completed as the Preliminary Design progresses, in consultation with [REDACTED]</p> <p>A Cultural Heritage Resource Assessment Report was prepared during a pre-work retainer assignment which identified a number of cultural resources. Further built/cultural heritage work may be undertaken as the Preliminary Design progresses. These studies will be carried out and submitted in accordance with provincial policies and guidelines in consultation with the [REDACTED]</p> <p>Our Team will advance the project in accordance with the MTO Class EA and continue to consult with [REDACTED] regarding Cultural & Built Heritage, Landscapes and Archaeological Resources as the Study progresses. The [REDACTED] will be retained on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>

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					<p>must comply with the S&Gs. They apply to property that is owned or controlled by the Crown in right of Ontario or by a prescribed public body.</p> <p>Archaeological Resources This project may impact archaeological resources. Our records show that a stage 1 archaeological assessment report covering the study area was submitted to MHSTCI on March 16, 2020 and is awaiting review, and a Project Information Form has been received for stage 2 archaeological assessment [REDACTED] of the study area.</p> <p>Built Heritage and Cultural Heritage Landscapes This project may impact built heritage resources and cultural heritage landscapes. Please confirm whether the study area has been screened for built heritage resources or cultural heritage landscapes and/or is the subject of a cultural heritage assessment. MTO's Environmental Guide for Built Heritage and Cultural Heritage Landscape (2007) and Ontario Heritage Bridge Guidelines for Provincially Owned Bridges and MHSTCI's Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes can assist you to determine if a Cultural Heritage Assessment Report (CHAR), Cultural Heritage Evaluation Report (CHER) and/or Heritage Impact Assessment (HIA) is needed.</p> <p>Environmental Assessment Reporting All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects. In addition to the archaeological assessments being prepared for the project, please let us know whether any CHAR, CHERs or HIA are being prepared, and provide them to MHSTCI before issuing a Notice of Completion or commencing any work on the site. If screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the report or file.</p> <p>Protecting and Stimulating Tourism Growth and Investment Tourism supports regional and local economic development across the province through businesses and communities. Having an efficient road network in place to move not only residents, but visitors, supports the tourism industry. New transportation infrastructure can also negatively impact existing tourism businesses and any potential negative impacts identified should continue to be addressed through design and implementation.</p> <p>We note that the Bradford Bypass Study Area travels through Regional Tourism Organizations (RTO) 6 and 7 (http://www.mtc.gov.on.ca/en/regions/regions.shtml). Those RTOs can help to identify tourism operators that should be engaged as part of the economic development analysis.</p> <p>Thank you for consulting MHSTCI on this project and please continue to do so throughout the study and planning process. If you have any questions or require clarification, do not hesitate to contact me.</p>	

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
					Sincerely, [REDACTED]	
CT132	To: Project Team From: [REDACTED]	Email	Date of Construction	10/13/2020	Anticipated date of construction? Regards [REDACTED] Sent from my iPhone	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The project is currently undergoing the Preliminary Design process to refine the design elements approved in 2002 by examining design alternatives within the Study Area, considering environmental constraints and engaging the public for input. The Preliminary Design is anticipated to be completed in early 2023, allowing MTO to further refine the project through Detail Design with the possibility of advancing some components of the project for early construction. Construction of the Bradford Bypass is subject to funding, completion of detail design, and having permits, licenses, approvals, and authorizations in place prior to construction.</p> <p>We have added you the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT133	To: Project Team From: [REDACTED]	Stakeholder Comment Form	Stakeholder Comment Form Entry	10/14/2020	Owens print shoppe on [REDACTED]	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. This is to acknowledge the receipt of the comment form you sent in.</p> <p>We have included you on our project contact list.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p>
CT134	To: Project Team From: [REDACTED]	Email	Re: BBP PD/EA: Permission to Enter Request	10/13/2020	[REDACTED] sent in a signed PTE from	<p>Good Afternoon [REDACTED]</p> <p>We are confirming receipt of the signed PTE form.</p> <p>Thank you for your assistance and permission. Prior to field investigations, you will be contacted 3-5 days in advance.</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>Please confirm your contact phone number is [REDACTED] Do you have a preferred method of communication? (i.e. Phone or email)</p> <p>Further information on the study can be found on the project website at: www.bradfordbypass.ca</p> <p>If you have any questions going forward, please do not hesitate to reach to the project team.</p> <p>Sincerely,</p>
CT134 Con't	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	Re: BBP PD/EA: Permission to Enter Request	10/15/2020	<p>Hi Bradford Bypass Team,</p> <p>Thanks and well noted.</p> <p>My contact number is correct, but I prefer contact by email as I travel often. I am currently in the UK!</p> <p>If there are any preliminary draft drawings I could see, showing the proposed location of the interchange on our site, I would greatly appreciate it if you could send.</p> <p>Best regards, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for providing the information in your email below. We have included you on our project contact list and have indicated your preferred method of contact is email. Please find attached the Notice of Study Commencement which provides a preliminary drawing of the study area. For further information, you can visit the study website: www.bradfordbypass.ca</p> <p>We understand the former owners of the property; [REDACTED] will continue to farm your property. Please let us know if you would like for us to provide them with advance notification of fieldwork, this would be in addition to notifying you first and foremost.</p> <p>If you require any additional information, please do not hesitate to reach out. "</p>
CT134 Con't	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	Re: BBP PD/EA: Permission to Enter Request	10/22/2020	<p>Greetings and many thanks for the additional information!</p> <p>Yes, kindly advise [REDACTED] too, with advance notification of fieldwork.</p> <p>Best regards, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your email. We have made a note that [REDACTED] should be contacted in advance of any fieldwork which is conducted on the property. We will ensure he is appropriately notified.</p> <p>Thank you for your time and providing information.</p> <p>If you have any further questions, please do not hesitate to reach out.</p> <p>Sincerely,</p>
CT135	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Stakeholder Comment Form	Additional contact information for [REDACTED]	10/15/2020	<p>I have a rented property located as below:</p> <p>[REDACTED]</p> <p>For notices please sent to my property manager as follows:</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plate 8 (Pg. 207) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment within the study limits and consideration of the highway's proximity to existing and approved developments is underway. The design</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>alternatives will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment at 2nd Concession.</p> <p>Thank you for the contact information. We have added [REDACTED] and [REDACTED] to the Project Contact List. Each of you will be notified of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT136	To: Project Team From: [REDACTED]	Email	RE: 400/404 Link (Bradford By-Pass) [REDACTED]	10/16/2020	<p>I emailed as per below and haven't heard back.</p> <p>Regards</p> <p>[REDACTED]</p>	<p>Hi [REDACTED]</p> <p>The Bradford Bypass Study Team is currently in the process of preparing responses to all comments received after the official "Notice of Study Commencement" was issued at the end of September. This project is now undergoing a Group "A" MTO Class Environmental Assessment (EA) Study. The design of the highway is being further refined and evaluated at a greater level of detail than was done during the initial Route Planning EA Study completed back in the 1990s and approved in 2002. As the study has only just commenced, the Study Team does not have any updated drawings at the present time. Our first Public Information Centre (PIC) is scheduled for Spring 2021, at which time the Study Team will have more up-to-date drawings to share with stakeholders. However, the Study Team would be happy to answer any specific questions you may have about the project in the meantime.</p> <p>Thanks,</p> <p>[REDACTED] MTO Project Manager</p>
CT136 Con't	To: Project Team From: [REDACTED]	Email	RE: 400/404 Link (Bradford By-Pass) [REDACTED]	10/16/2020	<p>Thanks for the update and response.</p> <p>Yes, we may have some comments pertaining to the subject property. Certainly once we see updated designs we can provide pertinent comments.</p> <p>Our comments will focus on access and protecting our future development rights and functionality of site.</p> <p>Regards</p>	<p>Hi [REDACTED]</p> <p>Just to add, the general concept of the Bradford Bypass is not changing in the vicinity of County Road 4. MTO is still pursuing the design of a Controlled-Access Freeway with a full interchange at County Road 4 (Yonge Street) and a grade-separated crossing (but no interchange) at Artesian Industrial Parkway. The dimensions/geometry of the highway are being updated to meet current freeway design standards. The traffic modelling for the corridor is also being updated to confirm the number of lanes required on the new highway, given the significant changes in land use and population since the 1997 Route Planning EA Study.</p> <p>Thanks,</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT136 Con't	To: Project Team From: [REDACTED]	Email	RE: 400/404 Link (Bradford By-Pass) [REDACTED]	10/21/2020	Re: Permission to Enter Letter- Landowners [REDACTED] As per the notice letter received dated September 24, 2020, I would like to understand whether the [REDACTED] intends to conduct Physical Fieldwork on the subject lands? Regards, [REDACTED]	[REDACTED] MTO Project Manager Hi [REDACTED] Earlier today, I spoke with [REDACTED] about the two properties his firm represents in the NW and SE quadrants on the County Road 4 Interchange. It was a positive and cooperative discussion. I took a few quick notes from today's call: <ul style="list-style-type: none">• He has requested a plan showing the areas we'd need to access for the PTE. The property fabric map with CAH/PINs on it might be the best bet, but we should confirm that none of this information is either confidential or proprietary. If we're not sure, a marked-up Google Map or something equivalent with the CAH shown would likely suffice. He seemed to be supportive of granting us PTE once he has this info.• A new development of single-detached homes is proposed in the SE quadrant, but the highway will severely limit potential access points to the property. His firm would like to know if MTO would be supportive of a right-in only (one way, inbound) access point from northbound County Road 4. I said it would be dependent on the design of the interchange and that nothing could be promised at this time, but that the request would be noted. This is a relatively "low risk" request in my opinion, provided that the access is positioned far enough back from the interchange and that the municipality was also on-board. I indicated that an outbound movement (a full RIRO) would not be something MTO could support.• Stage 2 work has been completed on parts of the property ([REDACTED]) with a recommendation for Stage 3 in certain areas in the vicinity of (but not within) the CAH limits. Apparently, the work was done in approximately 2010 by Archaeologist Rick Sutton. A pre-contact campsite was reportedly found on this property.• The contact at the firm below is doing the civil/municipal servicing layout for the site. I believe this is the same infrastructure that the municipality spoke of during the meeting earlier this week that might require a highway crossing.• They are very interested in seeing our SWM plans and highway design plates once they are available. If we can prepare that map for [REDACTED] relating to our PTE request, it sounds like we will make good headway in securing permission. Thanks, [REDACTED]

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT137	To: Project Team From: [REDACTED]	Email	Preliminary Alignment Request	10/16/2020	I was forwarded your contact by [REDACTED] at the MTO and I'd like to ask if there is a preliminary alignment available for the proposed bypass. I represent a client interested in a property at 10th Sideroad and Line 8 in Bradford. It is our understanding that the bypass will be north of Line 8 and we would like to confirm if there are preliminary alignments in this area that could be shared to understand the potential impact to the property prior to completing the purchase.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit S-2, plate 2 (Pg. 201) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment within the study limits and consideration of the highway's proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment in the area of 10th Sideroad at 8th Line.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT138	To: Project Team From: [REDACTED] Property Owner	Email	FW: [EXTERNAL] Re: MTO Notice of Study Commencement, Assignment [REDACTED] Bradford Bypass Preliminary Design and Class EA Study	10/19/2020	<p>Hi [REDACTED]</p> <p>I hope you are well. As a stakeholder, I signed up to receive future communication on this project and have not received anything yet as of this writing. Could you please let me know when the public consultations for the project will commence? Thank you and hope to hear from you soon.</p> <p>Kind regards, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>Further to the phone conversation from a Project Team member following a field investigation notification, a fact sheet on the Bradford Bypass was provided by email to you on September 11, 2020, per your request.</p> <p>Public consultation commenced on September 23, 2020 and will continue throughout the study. A copy of the Study Notification that announced this initiation of consultation is attached for your reference. [ATTACH]</p> <p>We have confirmed that you are listed on the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs 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.</p>

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						<p>Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT139	<p>To: Project Team</p> <p>From: ██████ ██████ General Public</p>	Phone	Concerns on timing of construction	10/19/2020	<p>Yes, my name is ██████. I just got a notice about the new study on the Newport new project. I'm just wondering you've been studying this since 1997 and just wondering who's supposed to be after grease this time for another study. Thank you. You can call me back if you like at ██████. Thank you very much.</p>	<p>██████ spoke to ██████ on the phone. ██████ asked about the political nature of the bypass and whose hands we had to grease to get the bypass built.</p> <p>██████ indicated we can not speak to any political nature of the project. Asked if he would like to speak with someone with more information about the project.</p> <p>██████ indicated he did not want to move his comments onto anyone else. He asked to be removed from the contact list.</p>
CT140					<ul style="list-style-type: none"> See CT 138 	
CT141	<p>To: Project Team</p> <p>From: ██████ ██████ Simcoe County</p>	New Stakeholder Comment Form	Construction on County Road 4- Potential Project Conflicts		<p>As I am sure you are aware, the County is advancing construction of County Road 4 from Bradford going north, through this area where the proposed interchange with the Bradford By-Pas will be located. I am aware of some preliminary discussion already taking place but need to ensure coordination of these 2 projects to minimise conflicts and ensure smooth transitions.</p>	<p>Hello ██████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The Project Team is actively engaged with Simcoe County and Bradford-West Gwillimbury to discuss the design considerations between the County's project to widen County Road 4 and the Ministry's preliminary design study for the Bradford Bypass. The results of these consultations will be incorporated into the Ministry's preliminary design study.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT142	<p>To: Project Team</p> <p>From: ██████ ██████</p>	Email	Proposed bridges over the Holland River	10/6/2020	<p>Hi , my boat is moored at ██████ and I am wondering how high the bridges are going to be to know if I will be able to get to Lake Simcoe once the bypass is finished .</p> <p>Thank you , ██████</p>	<p>[RESPONSE PREVIOUSLY ISSUED TO CT101]</p> <p>Hello ██████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team acknowledges your concerns related to navigation on the Holland River. Preliminary design of the highway and bridge structures is currently underway. The design and future construction of the bridges will take into consideration navigability and maintaining proper access to the Holland River and Holland River East Branch. The Project Team is also actively engaging with Transport Canada to design the bridge structures in compliance with the <i>Canadian Navigable Waters Act</i>. As part of this process, we are seeking input from members of the public regarding information about the types of vessels in use within the Holland River and Holland River East Branch to better inform the design by</p>

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						<p>understanding the existing navigable function of these waterways. We would appreciate receiving any additional information you may have regarding navigability, by providing us with the following information about your vessel:</p> <p>Type of vessel used:</p> <ul style="list-style-type: none"> o Canoe/Kayak length o Commercial vessels 8 m length o Motorized Boats <5 m o Motorized Boats 5 m to 8 m o Motorized Boats > 8 m o Other type (please provide written details) <p>The design alternatives being developed under the current Preliminary Design and Class EA Study will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment, interchanges and structure designs.</p> <p>We have added you to the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT143	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	New Stakeholder Comment Form Entry	10/20/2020	Person would like to be added to contact list.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. We have included you on our project contact list. Please find attached Notice of Study Commencement for the Bradford Bypass Preliminary Design and Class Environmental Study. You will be notified through email of future public information centres and updates for this study.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p> <p>Sincerely, The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>

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CT144	To: Project Team From: [REDACTED]	Email	RE: BBP PD/EA - Regional Municipal Meeting Invite	10/20/2020	[REDACTED] is requesting the slides from the meeting which was held.	Good Afternoon [REDACTED] Thank you for your recent email. Per your request, attached you will find a copy of the Joint Municipal Meeting held on October 20, 2020 for the Bradford Bypass Study. We trust this satisfies your request. If you require any additional information, please do not hesitate to reach out. Sincerely,
CT145	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	New Stakeholder Comment Form Entry	10/20/2020	Would like to be added to the contact list.	Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. We have included you on our project contact list. Please find attached Notice of Study Commencement for the Bradford Bypass Preliminary Design and Class Environmental Study. You will be notified through email of future public information centres and updates for this study. For further information, visit the study website: www.bradfordbypass.ca Sincerely,
CT146	To: Project Team From: [REDACTED]	Email	Impacts of Bypass on Property	10/21/2020	Please notify us with all updates/changes. We'd like exact details of how our property will be affected by this by pass. [REDACTED]	Hi [REDACTED] Thank-you for taking the time to speak with me this morning about the Bradford Bypass Preliminary Design Study and EA Study. As discussed, the Project Team is still in the early design stages, but some initial assessments have been made with respect to your access to County Road 4 (Yonge Street). Although the proposed highway itself will run a fair distance to the south of your property, there will be some changes made to the profile and grade of County Road 4 in the vicinity of the shared driveway entrance to accommodate the future interchange between County Road 4 and the proposed Bradford Bypass. We are currently assessing the access point, with a vision of providing a safe entrance if it is technically feasible to do so. However, the location/grade of the existing entrance is expected to be impacted as a result of the interchange's construction. In the event that a safe access to your property cannot be maintained, then the ministry would be reaching out to you to begin negotiations to acquire your property. I am hoping that the Project Team will have some more definitive answers with respect to your questions on timing of the proposed work fairly soon – hopefully before our Public Information Centre targeted for Spring 2021. I can appreciate that you may have additional questions with respect to the project which may have come to mind after this morning's call. Please feel free to reach out to me directly if you have any further comments or questions – I would be happy to assist.

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						Sincerely, [REDACTED] Project Manager
CT147	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Indicating Organization will be commenting	10/22/2020	We will be commenting	Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. As you are already on the project contact list, you will continue to be notified through email of future public information centres and updates for this study. For further information, visit the study website: www.bradfordbypass.ca Sincerely,"
CT148	To: Project Team From: [REDACTED]	Email	RE: BBPPD/EA - Regional Municipal Meeting Invite	10/22/2020	To whom it may concern, Further to our meeting on Tuesday, would you kindly forward the presentation and video material? Thank you.	Good Afternoon [REDACTED] Thank you for your recent email. Per your request, attached you will find a copy of the Joint Municipal Meeting held on October 20, 2020 for the Bradford Bypass Study. We trust this satisfies your request. If you require any additional information, please do not hesitate to reach out.
CT148.1	To: Project Team From: [REDACTED]	Email	RE: BBPPD/EA - Regional Municipal Meeting Invite	11/06/2020	To whom it may concern, Would you kindly provide East Gwillimbury with the video fly-through of the highway alignment you showed us at the October 20th meeting? It is a great visualization tool that we would find valuable for internal discussions. Thank you. Regards,	*See below
CT148.2	To: Project Team From: [REDACTED]	Email	RE: BBPPD/EA - Regional Municipal Meeting Invite	11/26/2020	To whom it may concern, I am following up on my 2 questions related to this project being: <ul style="list-style-type: none">• [REDACTED] would like to receive a copy of the video fly-through that was shown at our meeting held on October 20th.• The Town would like to issue a letter to the project. Whom should this letter be addressed to and is their a mailing address over and above emailing it to projectteam@bradfordbypass.ca? Thank you. Regards,	*See below
CT148.3	To: Project Team	Email	RE: BBPPD/EA - Regional	12/10/2020	To whom it may concern,	Hi [REDACTED]

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
	From: [REDACTED]		Municipal Meeting Invite		<p>I have been trying to ask the following questions, which have been sent to projectteam@bradfordbypass.ca on multiple occasions and have had no response. Would any of you be able to answer them or forward them to the correct person?</p> <ul style="list-style-type: none"> • [REDACTED] would like to receive a copy of the video fly-through that was shown at our meeting held on October 20th. • The Town would like to issue a letter to the project. Whom should this letter be addressed to and what is the mailing address and email address for that individual? <p>Thank you.</p>	<p>Thank-you for your email! My apologies for the delayed response. Any official letters or other correspondence from the Town of East Gwillimbury can be addressed directly to me, as the MTO Project Manager. I will then circulate correspondence internally to the balance of the Project Team, as required. My normal work mailing address is contained in my email signature below, but an emailed copy of any correspondence is essential at the moment, as I am working remotely due to COVID-19.</p> <p>The “fly through” video run during our meeting was prepared very early in the design process, just to give stakeholders a rough idea of what the conceptual highway might look like. It was not to scale or intended to be circulated externally. As it happens, the video we presented is now out-of-date, due to several key modifications being considered as part of our Preliminary Design. The Project Team is in the process of preparing several design alternatives for the highway that will be shown to the public and other interested stakeholders at our first Public Information Centre (PIC), scheduled for April 2021. These design alternatives will be shown to municipal stakeholders in advance of this PIC. However, in the meantime, I would be happy to address any specific comments or questions the Town may have with respect to the highway’s proposed design.</p> <p>Sincerely, [REDACTED] MTO Project Manager <i>[Response provided December 23, 2020]</i></p>
CT148.3A	To: [REDACTED] Cc: Project Team	Email	Response to MTO email	12/24/2020	<p>Thank you [REDACTED]</p> <p>I wish you and your project team a happy and healthy holiday and new year.</p> <p>Regards,</p>	<p>No Further response [TRACKING ONLY]</p>
CT149	To: Project Team From: [REDACTED]	Email	Presentation from Municipal Meeting	10/23/2020	<p>Hello,</p> <p>Just wondering if the presentation from Tuesday’s meeting is available for sharing yet.</p> <p>Thanks</p>	<p>Good Afternoon [REDACTED]</p> <p>Thank you for your recent email. Per your request, attached you will find a copy of the Joint Municipal Meeting held on October 20, 2020 for the Bradford Bypass Study. We trust this satisfies your request.</p> <p>If you require any additional information, please do not hesitate to reach out.</p> <p>Sincerely,</p>
CT150	To: Project Team From: [REDACTED]	Phone	Calling regarding property shared with husband	10/26/2020	<p>Hello this is [REDACTED] I got a letter from the project team here. It says: [REDACTED] Maybe you can look it up. I do not have a computer. I would like updates if you could mail for me. I know I am late but I had lots of appointments. Please send me mail for what is going on. Please call me at: [REDACTED] I would appreciate a call, if you leave me a message I will get back to you.</p>	<p>Followed up by phone with [REDACTED]</p> <p>PTE pending.</p>

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					I think that it is it, my address [REDACTED] [REDACTED] am sure you have it on your computer. Okay have a nice day thank you!	
CT151	To: Project Team From: [REDACTED]	Email	Media inquiry	10/26/2020	Hello – I was hoping to interview someone about the study that's being conducted for the Bradford Bypass for an article for simcoe.com and yorkregion.com. Let me know if that's possible. Thank you, [REDACTED]	<p>1. What is the timeline for the Environmental Assessment?</p> <p>The EA is expected to take approximately two years to complete. It is estimated that the study will conclude by the end of 2022.</p> <p>2. How much will this process cost?</p> <p>The EA Study is a statutory requirement. The ministry isn't able to disclose the cost of the process in order to ensure the integrity of our procurement process, however, we can say that a Preliminary Design/Environmental Assessment for a project of this size would typically be expected to cost between \$5.5-\$8.5 million. The cost of the process is dependent on the length of the highway as well as it's complexity (number of interchanges, number of bridges, and other environmental and engineering challenges).</p> <p>3. What is the next step after the Environmental Assessment?</p> <p>Detailed Design (the final highway design phase) is expected to begin after the EA Study is completed.</p> <p>4. What expected completion time for the Bradford Bypass?</p> <p>It is premature to discuss anything related to the construction schedule as construction funding for this project is yet to be approved. Construction start is dependent on the completion of the current EA Study and availability of provincial funding.</p> <p>5. How much will the Bradford Bypass cost in total?</p> <p>A cost estimate has not yet been determined. Following Detailed Design, the project will move into procurement and then construction. To ensure competitive tender bids, the ministry does not publish its project estimates. In order to obtain the best value bid for the project, we only release costs once the procurement process is complete.</p>
CT152	To: Project Team From: [REDACTED]	Email	Bradford Bypass Consultation	10/26/2020	Good afternoon, My organization, the Greenbelt Foundation, is interested in receiving updates on the Bradford Bypass study and information about opportunities for consultation. Please add me to your mailing list. Additionally, I just wanted to confirm what is the current stage for the study: is it that the bypass has been approved, and this consultation is to confirm the exact design/placement of the highway? Or, is your project team consulting on whether to construct the bypass at all?	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>We are currently in the Preliminary Design phase of the MTO Class EA process. An Environmental Assessment (EA) and Route Planning Study was completed in 1997 during which, several different routes were proposed and the current Bradford Bypass highway corridor was selected as the preferred option following evaluation</p>

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					Thanks very much for your time.	<p>of technical and environmental factors. This route may be refined within the study limits</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plate 2-10 (Pg. 200-209, 1:10,000 scale) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment within the study limits and consideration of the highway's proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT153	To: Project Team From: [REDACTED]	Email	Inquiry on location of the bypass	10/26/2020	<p>Good afternoon</p> <p>I wanted to inquire if you had any information as to where the bypass will be going. We are looking at purchasing a home in the subdivision off the [REDACTED]. Particularly [REDACTED] I wanted to know approx how close the bypass would be.</p> <p>Thank you! [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plate 4 (Pg. 203) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment within the study limits and consideration of the highway's proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment in the area of Chelsea Crescent, west of Yonge Street.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

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						<p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT153 Cont	To: Project Team From: [REDACTED]	Phone	Inquiry on location of the bypass	10/26/2020	<p>Hi there, my name is [REDACTED] and I'm calling cuz I wanted some information on the location of the Rockford bypass. We were looking at purchasing a home that is right off the [REDACTED] highway off of [REDACTED] and it does back onto a [REDACTED] [REDACTED]. But from what I can see from your plans and the bypass looks like it's going to go right behind there. I just wanted to know like Rusty if you knew how many feet from there it would be and if you could give me a call back. My number is [REDACTED]. Thank you.</p>	*Refer to CT153 for response
CT154	To: Project Team From: [REDACTED]	Email	Issue with Interchanges- Potential traffic issues	10/26/2020	<p>We live at [REDACTED] in a [REDACTED] [REDACTED] built in [REDACTED] and added to in 1855. Your proposed bypass Will be on the south side of our hedge.</p> <p>When [REDACTED] was resurfaced several years ago, our rubble foundation was inspected and it was determined that the vibration caused by the method proposed in resurfacing, would be damaging to our foundation as well as our neighbour' s house across the street. They didn't use vibration.</p> <p>Please consider this when you plan the construction.</p> <p>Apart from the fact that this new highway Will be farther north than would seem practical for maximum usage, there is already a roughed in interchange at Doane Rd and it seems financially irresponsible to add another interchange only a mile north of the existing Queensville Sdrd interchange for the proposed location.</p> <p>Even Green Lane makes more sense for guiding drivers from 404 to 400. It's already four lanes and on a direct route to 400.</p> <p>Drivers living in the new subdivisions in Sharon and Queensville Will use Leslie through those villages, to reach the bypass to get to 400. This will cause traffic chaos with public school zones on Leslie.</p> <p>This plan also destroys active farmland on both sides of Leslie between Queensville cemetery and Boag Rd.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team acknowledges your comments regarding vibration during construction. As part of this EA Study, a Noise and Vibration Impact Assessment will be conducted to identify and mitigation any potential increases in noise or vibrations caused by the proposed highway construction or operation.</p> <p>We acknowledge the information you have provided regarding the location of the proposed Bradford Bypass. An Environmental Assessment (EA) and Route Planning Study was completed in 1997 during which the preferred route for the Bradford Bypass was selected. Several different routes were proposed, and the current Bradford Bypass corridor was selected as the preferred option following evaluation of technical and environmental factors. Approval from the Minister of Environment was received in 2002.</p> <p>The study and exhibits, including Exhibit 5-2, plate 10 (Pg. 209), are available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). This EA-Approved highway corridor was designated by the province as a Controlled Access Highway many years ago, based on the outcome of the Route Planning EA Study. Therefore, it is not the intention or scope of this Preliminary Design EA Study to assess or explore alternative routes for the Bradford Bypass, as this work was undertaken previously. However, some minor refinement of the highway alignment within the study limits is underway, in order to mitigate potential impacts to stakeholders. Environmental and engineering assessment studies including (but not limited to), noise, air quality, agricultural impacts, snowdrift, land use and traffic modelling will all be updated and considered in the development of design alternatives for the highway. The Project Team is actively engaged with local municipalities and regional governments to consult on the design, where the results of these consultations will be incorporated into the Ministry's preliminary design study and presented to the public at key stages.</p>

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						<p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT155	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Issue with Leslie St interchange	10/29/2020	<p>Leslie St. is too close to the termination point at the 404 for any type of interchange. If anything it would make more sense for an interchange, either full or partial, at 2nd Concession. This would allow for easier access to the many developments slated for 2nd Con. and not bunch all the interchanges together. Currently there is a 404 interchange on Queensville Side Rd. between Leslie and Woodbine which would allow any residents on Leslie easy access to the bypass.</p>	<p>Hello [REDACTED]</p> <p>The Project Team acknowledges your comments regarding the proposed Leslie Street interchange, and they will be taken into consideration as the study progresses. Refinement of the highway alignment and interchanges within the study limits and consideration of the highway's proximity to existing and approved developments is underway. The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plates 2-10 (Pg. 201-209) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment within the study limits and consideration of the highway's proximity to existing and approved developments is underway.</p> <p>The design alternatives will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment and interchange locations. Project Team members will also be in attendance to discuss any specific concerns you may have.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT156	To: Project Team	New Stakeholder Comment Form	Affect on property	10/29/2020	<p>We live on the north side of the Interchange on County Road #4 at [REDACTED].</p> <p>Want to know how this will affect the entrance to our driveway and our quality of life.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
	From: [REDACTED]				*Also left a voicemail regarding the same matter	<p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit S-2, plate 4 (Pg. 203) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment within the study limits and consideration of the highway's proximity to existing and approved developments, including residences is underway. The design alternatives will be presented at Public Information Centre #1 where you can learn more about the proposed highway alignment and proposed interchange at County Road #4/Yonge Street. Members of the Project Team will also be in attendance to discuss any specific concerns you may have.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT157	To: Project Team From: [REDACTED]	Phone	75 Artesian Industrial Pkwy	10/29/2020	<p>Good afternoon. My name is [REDACTED]. I'm calling about a property located at [REDACTED]. We do not give AECOM permission to enter the property. My phone number is [REDACTED].</p>	<p>On October 28th, left a message with the office employee looking to confirm the PTE request by mail. Person we spoke with indicated they would pass message along to [REDACTED] -- [REDACTED] did not give permission</p>
CT158	To: Project Team From: [REDACTED]	Email	When will the bypass be fully constructed?	10/30/2020	<p>Hello,</p> <p>I have read your FAQ's on your website and I see it says "the preliminary design anticipation" is 2023 but my question is approximately when do you think we'd be able to drive on this bypass....FULL completion? I know it's a tough question to answer but is there an approximate range? Between 2023-2028 for example?</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The project is currently undergoing the Preliminary Design process to refine the design elements approved in 2002 by examining design alternatives within the Study Area, considering environmental constraints and engaging the public for input. The Preliminary Design is anticipated to be completed in early 2023, allowing MTO to further refine the project through Detail Design with the possibility of advancing some components of the project for early construction. Construction of the Bradford Bypass is subject to funding, completion of detail design, and having permits, licenses, approvals, and authorizations in place prior to construction.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN)</p>

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						<p>announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>

**November to December 2020 -
Consultation Record**

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT159	To: Project Team From: [REDACTED] [REDACTED]	Email	Work on County Road 4-Discussion on Potential conflicts	11/03/2020	<p>Good Morning,</p> <p>We wanted to follow up from our discussion at the Oct. 13th Regional meeting regarding area project coordination with the Bradford By-Pass Project.</p> <p>As noted when we met, the County of Simcoe will be proceeding with the reconstruction of County Road 4 through the area of the future interchange with the BBP. We did receive the encroachment permit for the site preparation work to continue but also wanted to discuss any design conflicts to work towards potential solutions.</p> <p>Please contact our office and let us know how we can move this forward.</p> <p>Regards,</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The Project Team acknowledges that the [REDACTED] is moving forward with the reconstruction of [REDACTED]. The Project Team will continue to consult and coordinate with [REDACTED] and their consultants/construction groups as required during the course of both projects. A meeting is scheduled on January 22 to discuss utility conflicts and coordination of relocation/mitigation strategies.</p> <p>You are listed on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience</p>
CT160	To: Project Team From: [REDACTED] York Catholic District School Board	Email	Bradford Bypass- Add to Mailing list	11/03/2020	<p>Good morning,</p> <p>Regarding the Bradford Bypass, could you please add me to the mailing list to ensure that the Board stays informed on future updates?</p> <p>Thanks, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. You have been added to the project contact list. You will be notified through email of future public information centres and updates for this study.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p> <p>Sincerely,</p>
CT161	To: Project Team From: [REDACTED] [REDACTED]	New Stakeholder Comment Form	Extra Road from 5 th Sideroad to HWY 404 interchange	11/03/2020	<p>I have spoken to The Town of Bradford West Gwillimbury and the Town of East Gwillimbury and they both agree that the Province should include, from the Highway 400 interchange, a roadway to the 5th Sideroad AND from the Highway 404 interchange, a roadway to Woodbine Avenue. These roadways would provide a critical connection to the Employment Lands at each end of the new Link Highway.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The Project Team acknowledges your comments and we appreciate your concern for the Bradford Bypass and its ability to access Employment Lands</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>and support greater movement for people and goods throughout County of Simcoe and York Region.</p> <p>The Project Team is consulting with local municipalities to take into consideration transportation needs and master plans, in support of the traffic modelling studies and design refinement during preliminary design. We will continue to engage with local businesses, community representatives and residents within the project corridor to present the design and solicit feedback as part of the Class EA. The Project Team will also work with the municipalities and stakeholders to minimize/mitigate impacts to the travelling public during all stages of construction.</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plates 2 and 10 (Pg. 201 and 209) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment within the study limits and consideration of the highway's proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment and interchanges at Highway 400 and Highway 404.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the project team at your earliest convenience.</p>
CT162	To: Project Team From: [REDACTED] [REDACTED]	Email	Request to be added to contact list	11/03/2020	Please add me to the study mailing list.	<p>Helio [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have included you on our project contact list. You will be notified through email of future public information centres and updates for this study.</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						For further information, visit the study website: www.bradfordbypass.ca Sincerely,
CT163	To: Project Team From: [REDACTED]	Email	Update Contact List	11/04/2020	Hi there, The attached letter was sent and received by the wrong office. Moving forward for all communications, inquiries, requirements, or needs from [REDACTED] please reach out to me as I am the prime contact for this geographical area. If there is anything you need from Bell Canada at this time please let me know. Thank you,	Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. We have added you the Project Contact List as the contact for [REDACTED] and you will be notified through email of future PICs and updates for this study. Our team will continue to coordinate with you regarding [REDACTED]. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email. We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any additional questions, please feel free to reach out to the Project Team at your earliest convenience.
CT164	To: Project Team From: [REDACTED]	Email	Property Affects	11/06/2020	Hello, I am one of the owners of [REDACTED] and I am wondering how to find out more about how our property will be affected by the Bradford bypass. Thank you, [REDACTED] Sent from my iPhone	Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plate 10 (Pg. 209) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment and consideration for proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment and interchange at Leslie Street. We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs 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.

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT165	To: Project Team From: [REDACTED]	New Stakeholder Contact Form	Bypass Affects on Dufferin Concrete	11/06/2020	<p>[REDACTED] operates a concrete batching plant on lands at [REDACTED] approximately [REDACTED] of the proposed Bradford bypass alignment. We are very interested to better understand the proposed design options and accompanying reports that are anticipated to be completed. We look forward to participating in the public process as the final placement of the highway will potentially impact our operations. It would be appreciated if you could please add my email to all circulation lists relating to this project. Thank you.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We are currently in the early stages of this Preliminary Design and Class EA Study. No updated highway design information is available at the present time, as these plans are still being developed by the Study Team. However, the alignment and highway interchanges from the previous Route Planning Study that received EA approval in 2002 can be viewed in Exhibit 5-2, plates 2 - 10 (Pg. 201 - 209). The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study).</p> <p>The design alternatives will be presented at Public Information Centre #1 where you can learn more about the proposed highway alignment near Artesian Industrial Parkway.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the project team at your earliest convenience.</p>
CT166	To: Project Team From: [REDACTED]	New Stakeholder Contact Form	New Stakeholder Contact Form- Entry	11/06/2020	Request to be added to contact list.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
	President Urbantech Consulting					<p>We have included you on our project contact list. You will be notified through email of future public information centres and updates for this study.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>
CT167	To: Project Team From: [REDACTED]	Email	Environmental Registry Board	11/06/2020	<p>Recommendation: That the Highway 400 – Highway 404 Link (Bradford Bypass) project, which is currently the subject of a Preliminary Design & Class Environmental Assessment Study, be included in MECP's list of projects requiring Comprehensive Environmental Assessments.</p> <p>As announced in yesterday's budget, the province plans on building the Bradford Bypass, four-lane, controlled access highway commencing as early as 2021. The province proposes to override material statutory environmental protections for this totally unnecessary controlled access freeway in its rush to throw funding at major construction projects to help the province recover from the impacts of COVID-19. The money for this extremely expensive, unnecessary project could be much better directed towards health care and long term care</p> <p>*Please see digital copy for full comment</p>	<p>*we were BCC'd on this comment sent MECP</p> <p>If MECP responds, they may not know we were copied, if they respond we may need copy of response for tracking purposes.</p>
CT168	To: Project Team From: [REDACTED]	Email	Location of Bypass in relation to Chelsea Crescent and residential properties	11/07/2020	<p>Hello,</p> <p>I live in [REDACTED] where my house backs onto the preliminary drawing of the bypass. I would like information on the scheduled meetings so I can participate in the study. Also would like to know how far from [REDACTED] is the proposed bypass.</p> <p>Regards, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plate 4 (Pg. 203) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment and consideration for proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre (PIC) #1 where you can learn</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>more about the proposed highway alignment and interchange near [REDACTED]</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT169	To: Project Team From: [REDACTED]	Email	Number Associated with the Bypass	11/08/2020	<p>...what is the proposed 400 series highway number 4XX to be assigned to the Bradford Bypass? 488? 489? No mention is made anywhere.</p> <p>Can you confirm it will be built according to 400 series standards?</p> <p>If no 400 number has been assigned, when will this be announced?</p> <p>If no 400 number will be assigned please explain why.</p> <p>[REDACTED]</p> <p>Forgot to include you on this inquiry...</p> <p>> ...what is the proposed 400 series highway number 4XX to be assigned to the Bradford Bypass? 488? 489? No mention is made anywhere.</p> <p>></p> <p>> Can you confirm it will be built according to 400 series standards?</p> <p>></p> <p>> If no 400 number has been assigned, when will this be announced?</p> <p>></p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The Bradford Bypass will be designed as a rural controlled-access freeway. At this time, a highway route number has not been assigned to the Bradford Bypass. The assignment of the route number will occur closer to the time of the highway's construction, but it is anticipated that it will be given a 400-series route number. Should the decision on a highway route number occur during this Preliminary Design Study, this information will be shown on final plans.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
					> If no 400 number will be assigned please explain why. > > [REDACTED] [REDACTED]	
CT170	To: Project Team From: [REDACTED]	Email	Would like to know how the bypass will affect his property	11/11/2020	Good Morning, I am the owner of [REDACTED] and would like to find out how my property will be affected by the proposed bypass? I received the mto letter regarding access to my property for the environmental assessment but am having a hard time understanding where exactly the bypass will be running from the image provided. Can you please let me know more detailed plans as well as let me know what the next steps in the process will be. I purchased this property last May without any knowledge of this bypass and am now at a standstill with regards to future renovations, upgrades and development. Thank you, [REDACTED]	Hi [REDACTED] Thank you for sending your PTE form and Stakeholder Contact Form for the Bradford Bypass Preliminary Design and Class Environment Assessment (EA) Study. The alignment of the 2002 EA approved highway and proposed interchanges in proximity to your property can be viewed in Exhibit 5-2, plate 4 (Pg. 203) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment within the study limits and consideration of the highway's proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment in the area of your property. We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email. We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any additional questions, please reach out to the Project Team at your earliest convenience.
CT171	To: [REDACTED] [REDACTED] From: Project Team	Email	Email invite for Municipal Meeting		Hello to All, The Bradford Bypass Project Team would like to schedule a Regional Municipality Meeting with representatives from Simcoe County and the Town of Bradford West Gwillimbury to discuss the design considerations for the Bradford Bypass Study. The purpose of this meeting will be to discuss design considerations between Regional and Municipal	Hello Please include [REDACTED] in the invite. From a check of respective calendars, October 15th from 930 to 11 AM would fit our schedules. Regards

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
					<p>requirements with respect to the Ministry's highway design guidelines.</p> <p>Schedule: Proposed meeting date and time: Tuesday, October 13, 2020 from 2:30PM to 4:00PM. Meeting Details: The meeting will be held through Microsoft Teams. Attendees: Please confirm that we have captured the appropriate representatives to participate at this meeting, and identify additional staff or department representatives that should be included at this meeting.</p> <p>A formal invite will be sent out shortly once we have received confirmation of your availability.</p> <p>For reference, the Project Team will hold a similar and separate meeting with representatives from York Region, King Township and the Town of East Gwillimbury.</p> <p>Thank you in advance for confirming your availability. We would appreciate your response by Wednesday October 6, 2020. Please respond to this email if you would like a Project Team member to contact you regarding this invitation.</p> <p>Sincerely,</p>	
CT171 Con't	From: Project Team To: [REDACTED] [REDACTED]				<p>Hi [REDACTED]</p> <p>Further to the voice message just left for you, we would like some clarification regarding your availability for a Regional Municipality Meeting for the Bradford Bypass Study on October 13, 2020 from 2:30-4PM.</p> <p>We received your response below and also received a response from one of your colleagues at the Town who indicated the proposed date and time works (you were included in that email). As the information is conflicting, and in order to move forward we just want to be sure if in fact the proposed date and time work with you and if it does not work, can you please advise if there is someone who can attend in your place.</p>	<p>Good Day,</p> <p>Further to this stakeholder meeting, attached is a link to the Bradford traffic studies. The MTO project team requested these in the stakeholder meeting. Kindly confirm your receipt and download of the files.</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
					<p>We appreciate clarification on this at your earliest opportunity, preferably today so that we can move forward with sending out the formal invite.</p> <p>Thank you in advance for your response, we look forward to hearing from you.</p>	
CT172	<p>To: Project Team</p> <p>From: [REDACTED]</p>	New Stakeholder Comment Form	Contact List	11/13/2020	<p>*Appears form was sent twice from same email</p> <p>Would like to be added to contact list.</p> <p>[REDACTED]</p> <p>--- Email ---</p> <p>[REDACTED]</p> <p>--- Mailing Address ---</p> <p>[REDACTED]</p> <p>--- Field ID ---</p> <p>Please send communications by post mail.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have included you on our project contact list. You will be notified through email of future public information centres and updates for this study.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p>
CT173	<p>To: [REDACTED]</p> <p>From: [REDACTED]</p>	Email	PTE forms, request for archeological reports	11/02/2020	<p>N/A</p> <ul style="list-style-type: none"> This is in response to a conversation between [REDACTED] and [REDACTED] 	<p>Hello [REDACTED]</p> <p>As a follow up to your communication with the project team and [REDACTED], we have the following information regarding the permission to enter (PTE).</p> <p>The majority of work will be required on [REDACTED] there is limited encroachment onto [REDACTED] at the [REDACTED] where it fronts onto [REDACTED]. The image below shows the approximate limits of the highway right-of-way relative to your two properties where the focus of investigations will take place. The following details outline the field work anticipated at this time for each property. Field staff will generally access the properties using existing laneways and field roads, or from the nearest</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>municipal road access. We will work with you to coordinate around any agricultural or site activities to manage avoidable interactions.</p> <p>██████████ Anticipated activities Intrusive (ground disturbing activities)</p> <ul style="list-style-type: none"> - Stage 2 Archaeological Assessment (either field survey after ploughing or test pitting) within the highway corridor. Future archaeological assessment work will be identified through the Stage 2 work, necessitating future site work at specific locations. - Geotechnical Investigations <ul style="list-style-type: none"> o At the property frontage to ██████████ for foundation work o Groundwater and other geotechnical investigations within the highway corridor o Access for equipment would be from the laneway at the old house on that property with access from ██████████ <p>Non-intrusive:</p> <ul style="list-style-type: none"> - Terrestrial visual surveys for vegetation, breeding bird surveys and site investigations for wildlife habitat across the property. We understand that there may be butternut trees on the property based on your discussion with ██████████. Any details you have on those trees, we would welcome those details as they will be documented as part of the site investigations. - Examining existing culverts at County Road 4 and watercourses and drainage catchment areas on the property - Fisheries visual survey for watercourse assessment for at least one mapped drainage feature on the property, and where relevant, will include Fluvial geomorphology investigations for watercourse channels <p>██████████ Anticipated activities Intrusive (ground disturbing activities)</p> <ul style="list-style-type: none"> - Stage 2 Archaeological Assessment (either field survey after ploughing or test pitting) within the highway corridor. Future archaeological assessment work will be identified through the Stage 2 work, necessitating future site work at specific locations. This will be limited to a small area in the SE corner of the property where the property overlaps with the right-of-way limits. <p>Non-intrusive</p> <ul style="list-style-type: none"> - Visual field investigations to document vegetation and wildlife habitat conditions. To provide context to the adjacent highway corridor. Involves walking and photos <ul style="list-style-type: none"> o Primarily focus on site observations along the southern end of the property. - Visual inspection of drainage features and culverts within the project limits

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>[REDACTED]</p> <p>We trust that this information is helpful to you in understanding the level of effort for field investigations and where they would occur. If you have questions, please reach out to myself or the project team. If you need us to provide you resend the PTE forms to you digitally, please let me know. Any hard copies can be scanned or sent back digitally to the project team email at your earliest convenience.</p> <p>Cheers, [REDACTED]</p>
CT173 Cont	To: Project Team From: [REDACTED] [REDACTED]	[REDACTED]	reports	11/03/2020	<p>Can you send the PTE forms to us digitally.</p> <p>As well, can Embee received copies of investigative reports as it pertains to the subject PINs?</p> <p>Regards, [REDACTED]</p>	<p>Good Afternoon [REDACTED]</p> <p>Please find the attached digital copies of the Permission to Enter (PTE) forms for [REDACTED]. Also attached is a digital copy of the Bradford Bypass Fact Sheet. Kindly have the attached PTE forms reviewed, signed and returned by email to the Project Team at your earliest opportunity.</p> <p>Regarding your request to receive copies of investigative reports as it pertains to the subject PINs, the Project Team will review this request and will get back to you with more details on this.</p> <p>We thank you in advance for your assistance.</p> <p>Sincerely, Hello [REDACTED]</p>
CT173 Cont	To: Project Team From: [REDACTED] [REDACTED]	Email	PTE forms, request for archeological reports	11/12/2020	<p>As requested, kindly see attached signed PTE's for the subject properties.</p> <p>Let me know about the investigative reports.</p> <p>Regards, [REDACTED]</p>	<p>Thank you for returning the signed PTE forms. We appreciate your assistance. With respect to the request for reports, it would be helpful to understand the reasoning and what specific investigative information is of interest to you.</p> <p>Thank you, [REDACTED]</p>
CT173 Con't	To: Project Team From: [REDACTED] [REDACTED]	Email	Response to comment about need for archaeological reports	11/12/2020	<p>The archeological reports would be of interest to us as it relates to the future draft plan of subdivision on the subject lands. Similarly any soils or testing reports would be of benefit to us.</p> <p>Regards</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We are currently in the early stages of this Preliminary Design and Class EA Study, in preparation for Preliminary Design, various environmental studies</p>

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						<p>are being undertaken to identify environmental concerns, commitments and recommend mitigation measures. A full list of these environmental studies is provided on the project website (https://www.bradfordbypass.ca/overview/). The findings of these assessments will be discussed at future Public Information Centres (PICs) and documented in reports which will be available for review later in the Study.</p> <p>You are listed on the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT174	To: Project Team From: [REDACTED]	Email	Information and a more detailed map	11/14/2020	<p>Good Morning,</p> <p>My wife and I live what seems to be [REDACTED] the proposed location for the Bypass. We were looking for more information on the exact location and possibly how close it would be to our house. Is there a more detailed map showing the location or how far they plan on constructing it near our property.</p> <p>Thank you so much for your time.</p> <p>Regards, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, (Pg. 201-209) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment and consideration for proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre #1 where you can learn more about the proposed highway alignment and interchanges and their proximity to your property.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT175	To: Project Team From: [REDACTED] [REDACTED]	Stakeholder Comment Form	Comment indicating person uses the Holland River	11/14/2020	<p>I do use [REDACTED] to navigate to Lake Simcoe with my 56 ft motor boat (28 ft high above water level) and also with my sailboat. My sailboat mast is 44 ft high above the water line.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. We acknowledge your comments related to your vessels and use of the Holland River.</p> <p>We have included you on our project contact list. You will be notified through email of future public information centres and updates for this study.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p> <p>Sincerely,</p>
CT176	To: Project Team From: [REDACTED] [REDACTED]	Email	Original Studies and Documents	11/16/2020	<p>Hello,</p> <p>Is it possible to get An Terms of Reference for the Bradford Bypass EA, the final EA report and also a list of studies that were completed during the EA process during the mid 1990s.</p> <p>Thank you, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We are currently in the early stages of this Preliminary Design and Class EA Study. In preparation for Preliminary Design, various environmental studies are being undertaken to identify environmental concerns, commitments and recommend mitigation measures. A full list of these environmental studies and previous EA studies are provided on the project website and available for download (https://www.bradfordbypass.ca/overview/). The findings of these assessments will be discussed at future Public Information Centres (PICs) and documented in a Transportation Environmental Study Report in accordance with the MTO Class EA. This will be available on the project website for public review.</p> <p>The design alternatives being developed under the current Preliminary Design and Class EA Study will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment, interchanges and structure designs.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT177	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Comment Form	11/05/2020	<p>*Form was attached to PTE form</p> <p>Send communication by post mail. No other comments.</p>	<p>[REDACTED] called [REDACTED] and he had no further comments or questions related to this form.</p>
CT178	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Request to be added to mailing list	11/19/2020	Request to be added to mailing list	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have included you on our project contact list. You will be notified through email of future public information centres and updates for this study.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p> <p>Sincerely,</p>
CT179	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Request to be added to mailing list	11/20/2020	Request to be added to mailing list	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have included you on our project contact list. You will be notified through email of future public information centres and updates for this study.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p> <p>Sincerely,</p>
CT180	To: Project Team From: [REDACTED]	Email	Meeting Request with the Project Team	11/04/2020	<p>Good morning [REDACTED]</p> <p>Please note that the [REDACTED]s effectively requesting a meeting with the project team.</p>	<p>Hi [REDACTED]</p> <p>I'll canvas the MTO Project Team's availability and will get back to you shortly with some potential meeting dates.</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
					Please provide us with some possible dates. Best regards, [REDACTED]	Thanks, [REDACTED] MTO Project Manager
CT 180 Con't	To: [REDACTED] Huron Wendat From: [REDACTED] [REDACTED]	n/a	Meeting Request with the Project Team	n/a	n/a	Hi [REDACTED] [REDACTED] forwarded your November 4th email, requesting a meeting with the Bradford Bypass project team. I have done some calendar coordination and found three possible dates that work on our end; 1) November 27 2:00-4:00; 2) December 2, 3:00-5:00 and 3) December 3, 2:00-4:00 Please let me know which of these work for your attendees. Once I have your response I will send out a Teams invitation. Thanks! Talk soon, [REDACTED]
CT 180 Con't	To: Project Team From: [REDACTED] [REDACTED]	Email	Meeting Request with the Project Team	11/10/2020	Good afternoon and thanks for following-up [REDACTED] December 02 at 3:00 is fine. Stay safe, [REDACTED]	Meeting was held. Response closed.
CT148 Con't	To: Project Team From: [REDACTED] [REDACTED]	Email	RE: BBPPD/EA - Regional Municipal Meeting Invite	11/20/2020	To whom it may concern, I am following up on my request to receive a copy of the video fly-through that was shown at our meeting held on October 20th. Additionally, the Town would like to issue a letter to the project. Whom should this letter be addressed to and is their a mailing address over and above emailing it to projectteam@bradfordbypass.ca? Your prompt response is appreciated. Regards,	Hi [REDACTED] Thank-you for your email! My apologies for the delayed response. Any official letters or other correspondence from the [REDACTED] can be addressed directly to me, as the MTO Project Manager. I will then circulate correspondence internally to the balance of the Project Team, as required. My normal work mailing address is contained in my email signature below, but an emailed copy of any correspondence is essential at the moment, as I am working remotely due to COVID-19. The "fly through" video run during our meeting was prepared very early in the design process, just to give stakeholders a rough idea of what the conceptual highway might look like. It was not to scale or intended to be circulated externally. As it happens, the video we presented is now out-of-date, due to several key modifications being considered as part of our Preliminary Design.

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						The Project Team is in the process of preparing several design alternatives for the highway that will be shown to the public and other interested stakeholders at our first Public Information Centre (PIC), scheduled for April 2021. These design alternatives will be shown to municipal stakeholders in advance of this PIC. However, in the meantime, I would be happy to address any specific comments or questions the Town may have with respect to the highway's proposed design.
CT181	To: Project Team From: [REDACTED]	New Stakeholder Contact Form	New Stakeholder Contact Form Entry	11/25/2020	Form no comments.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have included you on our project contact list. You will be notified through email of future public information centres and updates for this study.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p> <p>Sincerely, Hello [REDACTED]</p>
CT182	TO: Project Team From: [REDACTED]	New Stakeholder Contact Form	Client land property impact	11/26/2020	Client's lands are located within the vicinity of the proposed route. We would like to be apprised of alignments being considered between the proposed interchange at Bathurst and the proposed interchange at Yonge Street.	<p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The alignment of 2002 EA Approved highway is situated within the highway right-of-way as shown in Exhibit 5-2, plates 4 and 6 (Pg. 203 and 205) from the Route Planning Study and EA. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment and consideration for proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed interchanges at Bathurst Street and Yonge Street.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT183	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	New Stakeholder Comment Form Entry/ PTE Form	10/14/2020	<p>Hello,</p> <p>Please see the attached form for the Bradford Bypass project. Please let me know if any further info is needed. Thanks.</p> <p>Regards</p> <p>[REDACTED]</p> <p>*No comments within Stakeholder Comment form</p>	<p>Hello [REDACTED]</p> <p>We are confirming receipt of the comment form and signed PTE form.</p> <p>Thank you for your assistance and permission. Prior to field investigations, you will be contacted 3-5 days in advance.</p> <p>We have included you on our project contact list. You will be notified through email of future public information centres and updates for this study.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p> <p>Sincerely,</p>
CT156 Con't	To: Project Team From: [REDACTED]	Email	When will he receive a call?	11/13/2020	<p>*This Is from a thread that began in Oct.</p> <p>It has now been over 2 weeks since my inquiry. When can I expect a call ??</p> <p>[REDACTED]</p>	<p>Called [REDACTED] on November 13th.</p> <p>Addressed his comments regarding a Public Information Centre. [REDACTED] was under the impression that this was a centre you could attend.</p> <p>[REDACTED] had some additional questions:</p> <ol style="list-style-type: none"> 1. The interchange shown on the map on the NOSC indicated that it will be located extremely close to [REDACTED]'s driveway. How close will it be and what will happen to his driveway? 2. [REDACTED] expressed concerns regarding widening the highway- no exact comment just general question about going from 2 lanes to 4 lanes. 3. Question regarding if all the expropriation notices have been issued.
CT156 Con't	To: Project Team From: [REDACTED]	Email	When will he receive a call?	11/13/2020		<p>1. The interchange shown on the map on the NOSC indicated that it will be located extremely close to [REDACTED]'s driveway. How close will it be and what will happen to his driveway?</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plate XX (Pg. 2XX) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>(www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment within the study limits and consideration of the highway's proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment and interchange at LOCATION.</p> <p>2. [REDACTED] expressed concerns regarding widening the highway- no exact comment just general question about going from 2 lanes to 4 lanes</p> <p>3. Question regarding if all the expropriation notices have been issued.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience</p>
CT196	To: Project Team From: [REDACTED]	Email	Follow up on the NOSC	11/19/2020	<p>Good Afternoon [REDACTED]</p> <p>I am confirming receipt of this email. Your previous email was forwarded to me within the [REDACTED] organization. Our Consultation Specialist, [REDACTED] reviewed the notice and has no comments on this project as it is occurring in the Territory of the Chippewas. Please keep us informed of the project.</p> <p>[REDACTED] email address is [REDACTED]</p> <p>Thank you and have a great afternoon. In Spirit of Kindness [REDACTED]</p>	<p>Good afternoon [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. The Project Team acknowledges that Scugog First Nation has no comments on this project at this time. We have added both yourself and [REDACTED] to the Project Contact List and you will be notified through email of future PICs and updates for this study. We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>We look forward to engaging with you as the project progresses. If you have additional questions or wish to schedule a meeting with the Project Team after</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>your review of the archaeology assessment, please reach out to us at your earliest convenience.</p> <p>Sincerely, [REDACTED] Project Manager</p>
CT184	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	New Stakeholder Comment Form Entry	11/27/2020	New stakeholder comment form. No comments.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have included you on our project contact list. You will be notified through email of future public information centres and updates for this study.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p> <p>Sincerely,</p>
CT185	To: [REDACTED] -Town From: [REDACTED]	Email	New Contact	11/30/2020	<p>Hi [REDACTED]</p> <p>Yes, the Bradford Bypass Project Team did have a brief introductory meeting with [REDACTED] several weeks ago, on October 13th. The meeting was really just to update everyone on the recently-commenced Preliminary Design EA Study, which will build upon the previous Route Planning EA Study work completed by MTO back in 1997. Plans for the proposed highway will be advanced to a much greater level of detail than the previous design work of the 1990s. Although the alignment of the Bradford Bypass will be optimized to meet current MTO highway design standards, it will not deviate appreciably from the previously-identified and EA-approved route. In other words, it is not MTO's intention to revisit the general route of the highway as part of this current EA Study. However, some notable changes from the 1997 EA Study's design will affect the freeway-to-freeway interchanges at either end of the Bradford Bypass (at Hwy 400 and Hwy 404) to permit the construction of a "fully-directional" interchange.</p> <p>According to our notes, the following staff members attended from [REDACTED]. I'm hoping that these were the correct attendees to have at the table, but we can certainly</p>	<p>Hi [REDACTED]</p> <p><i>As discussed earlier today, I was contacted via correspondence received though [REDACTED] who is [REDACTED]. [REDACTED] sounds like he is potentially a key decision-maker – he's asked us to invite him to any future meetings with [REDACTED]. His contact info is as follows:</i></p> <p>[REDACTED]</p> <p>Unfortunately, I've had to copy-and-paste my correspondence with [REDACTED] below. The email thread which triggered this discussion contained confidential matters that involve MTO and BWG, but on a separate issue not related to the EA Study. Just so you have it for your internal records, this is what I wrote back to him, along with his follow-up reply in blue italics shown below that. My email was sent Nov 24th, and the reply was received today (Nov 26th).</p> <p>Thanks, [REDACTED]</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
					<p>have a separate meeting or informal call if there were any others who require a further update or information about the EA Study:</p> <p>[REDACTED]</p> <p>At this point, the Study Team is still collecting data, evaluating field conditions/environmental surveys and updating the traffic modelling. Our first PIC will be held in April 2021, by which time the Study Team will have some design alternatives to present to various stakeholders, including BWG. Prior to that time, the Study Team would like to discuss BWG's plans for the development hub surrounding the Hwy 400/88 Interchange (specifically, any proposed changes/provisions in the road network), so that we can assess how the Hwy 400/Bradford Bypass can interact with this surface street network. It is MTO's intention to grade-separate all existing crossing roads along the Bradford Bypass (i.e. no existing through roads will be closed off). A full interchange is proposed at County Road 4, as per the previous EA Study approval.</p> <p>Please feel free to contact me if you need any further info about the EA Study.</p> <p>Thanks,</p> <p>[REDACTED]</p>	
CT128 Con't	<p>To: [REDACTED]</p> <p>From: The Project Team</p>	Email	Phone Call Surrounding PTE	11/04/2020		<p>Hi [REDACTED]</p> <p>We've looked into the property ownership details. Do you have time at 1:30pm on Thursday November 5, 2020 for a call to go through the details that we have?</p> <p>Thank you,</p> <p>[REDACTED]</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
				11/05/2020		<p>Hi [REDACTED]</p> <p>Thank you for the email.</p> <p>Yes, [REDACTED] would like to talk to you about the details. Please call today at 1:30pm today</p> <p>Thank you</p> <p>[REDACTED]</p>
CT128 Con't	<p>To: [REDACTED]</p> <p>From: The Project Team</p>	Email	PTE	11/12/2020	<p>Hello [REDACTED]</p> <p>1:30 this afternoon works for me as well. I was on another call, and will review the voicemail you left today.</p> <p>Looking forward to meeting with this afternoon.</p> <p>Cheers</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>AECOM</p>	<p>Good Afternoon [REDACTED]</p> <p>Per your recent telephone conversation with [REDACTED] please find the attached digital copy of the Permission to Enter (PTE) form for [REDACTED]. Also attached is a digital copy of the Bradford Bypass Fact Sheet. Kindly have the attached PTE form reviewed, signed and returned by email to the Project Team at your earliest opportunity.</p> <p>Feel free to contact the Project Team should have any questions or concerns.</p> <p>We thank you in advance for your assistance.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036 Website: www.bradfordbypass.ca</p> <p>You are receiving this email because you requested a response, 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.</p>
128 Con't	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	PTE Forms	11/13/2020	<p>Hello,</p> <p>Please see attached</p> <p>Thank you</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>We are confirming receipt of the signed PTE form, we appreciate your prompt response.</p> <p>Thank you for your assistance and permission. Prior to field investigations, you will be contacted 3-5 days in advance.</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>As you are already on the project contact list, you will be notified through email of future public information centres and updates for this study.</p> <p>For further information, visit the study website: www.bradfordbypass.ca</p> <p>Sincerely,</p>
CT186	To: Project Team From: [REDACTED]	Email	Installing a sound barrier	12/02/2020	<p>Hi There</p> <p>I am writing with regards to the 404 highway noise situation on Boag Rd. in East Gwillimbury. I've reviewed the noise report that was done 5 years ago where it was stated that a noise barrier would improve the noise situation on Boag rd (so clearly there was a noise issue) but was not economically feasible. I wanted to understand if any improvements would be made around the noise issue as part of the Bradford Bypass? Noise barriers were constructed at the time the 404 was extended for residents of Sharon, but not the residents of Queensville. What would constitute it being economically feasible in Sharon vs. Boag rd. (Queensville). It seems to be it would be a result clearly of the density vs. the actual noise levels as the noise in Sharon would not be any different than on Boag (at least now it is) as there are very few residential dwellings within 500 m from the highway where the current noise barriers are constructed.</p> <p>I understand the noise study is 5 years old and I'm sure the noise levels have changed since then to be even greater. I feel like it is warranted to do another noise study and if the noise study comes back conclusive that a barrier is required, that this should be included as part of the Bradford Bypass budget (for the northern part of the 404). Is there a possibility of another noise study being done? I feel like if there were more people on the road (ie. a subdivision decided to develop on Boag) there would be no question around installing a noise barrier but because we are rural, we don't get the same consideration as other members in society within the EG boundaries.</p> <p>Looking forward to your response</p> <p>[REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: January 15, 2021 4:02 PM To: [REDACTED] Subject: RE: Sound Barrier - Boag Rd</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team acknowledges your concerns regarding potential noise impacts related to the Bradford Bypass. We understand that the Minister's Office recently sent a reply regarding your concerns as well. As part of this EA study, a Noise Assessment will be conducted to identify any potential impacts to sensitive noise receptors and recommend appropriate mitigation measures. The findings of this study will be presented at future Public Information Centres. However, please note that alignment of the 2002 EA approved highway terminates at Highway 404 south of Holborn Road. The EA approved alignment and proposed interchanges can be viewed in Exhibit S-2, plate 10 (Pg. 209) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study).</p> <p>We have added you to the Project Contact List and you will be notified through email of future PICs and updates for this study. A copy of the Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Airmail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036 Website: www.bradfordbypass.ca</p> <p>You are receiving this email because you requested a response, 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.</p>
CT186 Con't	To: Project Team From: [REDACTED]	Email	Installing a sound barrier	12/07/2020	<p>Hi</p> <p>I am following up on this email. I have yet to receive a response. Trying to understand when sound barriers will be erected on Boag Rd. The traffic noise is so bad due to the fact that the government chose to build the highway above the road. The sound study done on 2015 clearly shows that we need sound barriers. It is the right thing to do for the residents but still nothing has been done. I am woken up every morning by the traffic. Aside from moving, I don't know what else to do about it.</p> <p>[REDACTED]</p>	*See response above
CT187	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Purchasing Property	12/03/2020	<p>We are in negotiations to purchase a property for industrial use that has frontage directly on the By-Pass and want to understand how much land taking will be required for the By-Pass by MTO.</p> <p>We also want to be kept up to date regarding the timing of the design and construction of the By-Pass.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plates 1-10 (Pg. 200-209) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment and consideration of the highway's proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment and interchanges.</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. A copy of the Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT029	To: Project Team	Email	Area where school is being built.	12/08/2020	<p>Good afternoon,</p> <p>The Elementary School is located at [REDACTED] (the address may change in the future), please see attached key map. We are currently in the process of working through the Site Plan Application with the Town, final approval has not yet been granted. The building will be pushed as close as possible to the road and a berm with a naturalized area and fence will be installed along our rear lot line, adjacent to the bypass lands. The fence will be chain-link and to MTO's specifications. Please let me know if you have any additional questions.</p> <p>Thank you,</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>Thank you for providing the address for the future elementary school on Crossland Boulevard. The Project Team acknowledges that you are working through the Site Plan Application and the fencing details you have provided.</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plates 4 (Pg. 203) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment and consideration of the highway's proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment and interchange in proximity to Crossland Boulevard.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. A copy of the Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

*Response to comment from September

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. A copy of the Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT188	To: Project Team From: [REDACTED] [REDACTED]	Email	Request for 2002 EA	12/09/2020	<p>Hi there,</p> <p>Can you please provide me a copy of the 2002 Environmental Assessment for the Bradford Bypass. Also, can you confirm if an updated EA is being prepared and when it will be released?</p> <p>Thanks.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The 1992-1997 Route Planning Study and Environmental Assessment can be found on the Overview Page of the Project Website (www.bradfordbypass.ca) under Background Information.</p> <p>We are currently in the early stages of this Preliminary Design and Class EA Study. In preparation for Preliminary Design, various environmental studies are being undertaken to identify environmental concerns, commitments and recommend mitigation measures. A full list of these environmental studies is provided on the project website (https://www.bradfordbypass.ca/overview/). The findings of these assessments will be discussed at future Public Information Centres (PICs) and documented in reports which will be available for review later in the Study.</p> <p>The design alternatives being developed under the current Preliminary Design and Class EA Study will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment, interchanges and structure designs.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. A copy of the Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed</p>

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						<p>via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT189	<p>To: Project Team</p> <p>From: [REDACTED]</p>	New Stakeholder Comment Form	Request to be added to contact list.	12/15/2020	Request to be added to contact list. No comments.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. A copy of the Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT190	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	Undeliverable Mail	12/15/2020	<p>The attached envelope was returned to the Hamilton office by Canada Post today.</p> <p>Regards,</p> <p>[REDACTED]</p>	<p>*looked up address and appears to be correct.</p> <p>12/16/2020 [REDACTED]</p>
CT191	<p>To: Project Team</p> <p>From: [REDACTED] 162511</p>	Email	Email	12/11/2020	<p>Hello Bradford Bypass Team and [REDACTED]</p> <p>We are the owners of [REDACTED] which we acquired from [REDACTED]. Please see images attached.</p>	<p>Dear [REDACTED]</p> <p>Thank-you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. On behalf of the Project Team, I wanted to let you know we have added you to our project contact list. You will be notified through email of future Public Information Centres (PICs) and updates for this study. For further information, please visit the study website: www.bradfordbypass.ca</p>

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					<p>We are planning to begin to develop the site in 5 to 7 years into “destination” into Class A suburban business park for corporate head offices and regional offices (at the front) and selected light industrial tenants (at the back).</p> <p>We are very interested in participating in the process regarding the design of the Bypass and have engaged planner [REDACTED] as part of our project team.</p> <p>May I ask for your guidance and assistance, as we would like to work closely with your department before the Bypass is drawn and frozen.</p> <p>Best regards, [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p>	<p>The Bradford Bypass route was approved back in 2002 as part of an earlier Route Planning EA process carried out by MTO in the 1990s. The ministry subsequently designated the Bradford Bypass route as a Controlled-Access Highway in 2004. The Preliminary Design and Class EA Study began earlier this fall, with official Notices of Study Commencement issued on September 24th. The Project Team is currently developing design alternatives for the new interchange at Hwy 400 and the proposed Bradford Bypass, along with other elements of the highway’s design. It is our intention to present these design alternatives at our first PIC in Spring 2021. In the meantime, if you have any specific comments about the highway proposal or have any preliminary drawings of the planned use of your property, the Project Team would welcome your feedback.</p> <p>Sincerely, [REDACTED] MTO Project Manager</p>
CT192	To: Project Team From: [REDACTED] [REDACTED] [REDACTED]	Email	Lands within and adjacent the preferred route	12/17/2020	<p>Are lands located within and adjacent the preferred route currently restricted from any form of redevelopment? If so, at what point will these lands be released for redevelopment – following the completion of the preliminary design in 2023? What is the width of the corridor being protected for the future highway?</p> <p>Thank you</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plates 2 - 10 (Pg. 201 - 209) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment within the study limits and consideration of the highway’s proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment, right-of-way and interchanges.</p> <p>As part of this Preliminary Design Class EA Study, the Project Team is building upon the design work conducted back in the 1990s to reflect present-day</p>

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						<p>highway design standards and traffic requirements. Today, provincial freeways are typically designed with a basic right-of-way width of 110 m, with additional allowances made in some areas due to grading requirements. Therefore, the exact width of the corridor at any given point is determined by the surrounding topography of the area.</p> <p>[As a result of the 2002 EA Approval of the Bradford Bypass corridor, the Ministry prepared a Controlled-Access Highway (CAH) designation plan on the lands initially deemed to be required for the future construction of the Bradford Bypass. This CAH was designated by an Order-in-Council in May 2004. Since that time, the ministry has certain rights and obligations with respect to these CAH-designated lands, as prescribed under the provisions of the <i>Public Transportation and Highway Improvement Act</i>. Permits are required from MTO's Corridor Management Section for various activities within and adjacent to the proposed highway corridor. These permit requirements have been in effect since 2004 and shall remain in effect even after the highway is constructed. Any general questions with respect to permitting can be directed to MTO's Corridor Management Section, although the Project Team would be happy to respond to any specific questions you may have about the highway itself as it pertains to your properties.</p> <p>We have added you to the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT193	To: Project Team From: [REDACTED]	Email	Scheduling of the Bypass	12/19/2020	Good morning just curious on the scheduling on this bypass when are we expected to see this construction actually begin or we still years away from that...excited to see this get going	<p>Hello [REDACTED]</p> <p>Thank you for your interest and excitement in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The project is currently undergoing the Preliminary Design process to refine the design elements approved in 2002 by examining design alternatives within the Study Area, considering environmental constraints and engaging the public</p>










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						<p>for input. The Preliminary Design is anticipated to be completed in early 2023, allowing MTO to further refine the project through Detail Design with the possibility of advancing some components of the project for early construction. Construction of the Bradford Bypass is subject to funding, completion of detail design, and having permits, licenses, approvals, and authorizations in place prior to construction.</p> <p>The design alternatives being developed under the current Preliminary Design and Class EA Study will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment, interchanges and structure designs.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. A copy of the Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience</p>
CT194	To: Project Team From: [REDACTED]	Email	Location of the BBP in relation to [REDACTED]	12/19/2020	<p>Hello,</p> <p>I'm going to be moving into the Bradford areas within the next year. My Fiancée and I bought a house on [REDACTED]. The proposed route for the Bypass will be behind [REDACTED]. Do you know if the plan remains the same how many meters would it be from the end of properties of house on [REDACTED].</p> <p>Can you also add me to mailing list of updates?</p> <p>Thanks</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plate 4 (Pg. 203) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment and consideration of the highway's proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment and interchange in proximity to [REDACTED].</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. A copy of the Ontario</p>

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						<p>Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT194 Con't	To: Project Team From: [REDACTED]	Email	Location of the BBP in relation to [REDACTED]	01/13/2021	<p>Hello,</p> <p>Thank you for the information! Is a date set for the first PIC? If not I'll keep an eye out for it on the site!</p> <p>Thanks,</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plate 4 (Pg. 203) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment and consideration of the highway's proximity to existing and approved developments is underway. The design alternatives will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment and interchange in proximity to Chelsea Crescent.</p> <p>We have added you to the Project Contact List and you will be notified through email of future PICs and updates for this study. A copy of the Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT195	To: Project Team From: [REDACTED] <i>Resident</i>	New Stakeholder	Would like to be added to the mailing list	12/21/2020	*Filled out form no comments	<p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p>

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		Comment Form Entry				<p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. A copy of the Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

January 2021 - Consultation Record

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT079 con't	To: Project Team From: [REDACTED]	Email	Concerns regarding increase traffic within [REDACTED]	01/06/2021	<p>*Comment from thread see OCT table for full thread.</p> <p>Happy New Year</p> <p>Have you considered that if there is an serious/fatal accidents on Yonge Street (hwy 11), traffic are bogged for hours with little or no way around it. Example Yonge street and Bathurst street just south of Bradford, cars cannot go anywhere when a vehicular fatality happens as there is no other arterial roads in the area.</p> <p>Since the Highway 404 extension north to Ravenshoe Road, there is considerably less traffic on Woodbine Avenue, but Leslie Street is more heavily travelled due to the subdivisions north of Ravenshoe Road who travel Leslie Street to go to Queensville side Road to get to Highway 400.</p> <p>My uncle is a farmer who has lived in the area for nearly 60 years and can see and hear the traffic noise which starts before 5 am.</p> <p>I still think that you need to consider the impact of having serious accidents and providing alternative routes to which currently are none.</p> <p>Thank you very much [REDACTED] Sent from my iPad</p>	<p>Hello [REDACTED]</p> <p>Thank you for your response. We acknowledge your additional comments regarding the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The Project Team acknowledges your concerns regarding traffic collisions and noise impacts related to the Bradford Bypass. One of the transportation problems identified in this area is the lack of road continuity, which leaves the area's transportation network vulnerable to disruption due to various incidents (e.g. vehicular collisions or other emergencies, construction, poor weather). As part of this Study, the Project Team is developing a preliminary design for the proposed Bradford Bypass which factors in many elements including operations, geometrics, and safety features to help move people and goods safely, efficiently and sustainably. It is anticipated that the provision of this new transportation link will help to address some of these vulnerabilities in the area's existing transportation network.</p> <p>A Noise Assessment will be also conducted to identify any potential impacts to sensitive receptors and recommend appropriate mitigation measures. The findings of these and other studies will be presented at future Public Information Centres (PICs).</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional comments or questions, please feel free to reach out to the Project Team at your convenience.</p>
CT084 Con't	To: Project Team From: [REDACTED]	Email	Thank you	01/06/2021	<p>*Comment from thread see OCT table for full thread.</p> <p>Thank you for contacting us. flybridge Yachts General require a minimum height of 8 meters.</p>	<p>Hello [REDACTED]</p> <p>The Project Team acknowledges the information you have provided regarding vessel sizes to be considered during development of designs for bridge crossings of the Holland River and Holland River East Branch.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional comments or questions, please feel free to reach out to the Project Team at your convenience.</p>
CT123 Cont	To: Project Team From: [REDACTED]	Email	Getting a call	01/06/2021	<p>*Comment from thread see OCT table for full thread.</p> <p>Hello</p> <p>My phone number is [REDACTED] am available any time between 6am and 8pm 7 days a week.</p> <p>Thanks</p>	<p>[REDACTED] called and spoke with [REDACTED] January 27, 2021. No written response required.</p> <p><i>Key items discussed during the call:</i></p> <ul style="list-style-type: none"> Concerned about messaging to the previous owner and when/if this should have been disclosed to him; was provided details about previous consultation during the route planning study and timing of the EA approval

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						<ul style="list-style-type: none"> Worried about resale and asked for guidance/direction.; advised that we cannot provide recommendations or direction on his next steps. Additional information will be available to him about the project through the EA process that may aid him in his decision-making process Discussed general details about route alignment because he wondered if there was a route considered that "won't affect any houses", given the limit space through this area. Advised that alignment refinements at select locations are being reviewed and it is not known at this stage the full extent of potential impacts to properties throughout the corridor. He was provided with information on future consultation and engagement with the public and property owners through the study Provided with an overview of design process and advised that the exact timing for construction of the highway is not known as this depends on development of the design, approvals and funding to proceed. Acknowledged that his comments would be part of the public record for the project and comments received are factored into the study and design going forward. (personal information excluded from public record). Advised of the targeted timing for the PIC and that the format is being developed within a virtual platform. <p>Call log retained on-file for this contact.</p>
CT154 Cont	To: Project Team From:   Property owner	Email	Reply to Issue with Interchanges- Potential traffic issues	01/06/2021	<p>*Comment from thread see OCT table for full thread.</p> <p>Thank you for acknowledging our email.</p> 	*No Response Required
CT197 Con't	To: Project Team From:   General Public	Email	Reply to comment	01/07/2021	<p>Thank you for your response and update, greatly appreciated.</p> <p>Our current use of the East Holland river to access lake Simcoe includes the use of:</p> <p>Canoe and Kayak Motor boat <5m Motor boat 5m-8m Snowmobile</p> <p>Best Regards </p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Wednesday, January 20, 2021 9:19 AM To:  Subject: RE: East Holland River</p> <p>Hello </p> <p>Thank you for your comments regarding usage of the Holland River.</p> <p>You are already on the Project Contact List and will continue to be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via</p>

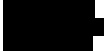
Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>
CT198	To: Project Team From: [REDACTED]	Email	BBP-PD/EA Utility Contacts (Design)	01/08/2021	Please see the utility circulation list attached with contacts for various utility owners.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The Project Team acknowledges receipt of the contacts you have provided for the utility owners. These contacts will receive future notifications issued by the Project Team and will be consulted as the project progresses.</p> <p>If you have any comments or questions, please feel free to reach out to the Project Team at your convenience.</p>
CT086 Con't	To: Project Team From: [REDACTED]	Email	Re: Bradford bypass - Project Updates	01/10/2021	Thank you very much, the information was helpful.	*No response required
CT085 Cont	To: Project Team From: [REDACTED]	Email	Dates of the PIC's	01/12/2021	<p>Hello,</p> <p>I am following up to ask about the scheduling/timing of any public information centres for the Bypass. Please advise.</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Wednesday, January 20, 2021 1:24 PM To: [REDACTED] Subject: RE: Bradford Bypass notice of EA commencement</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>Public Information Centre (PIC) #1 is anticipated to be held in Spring 2021.</p> <p>As you are already on the Project Contact List you will continue to be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>
CT198	To: Project Team From: [REDACTED]	Phone-Voice mail	Questions about the BBP	01/15/2021	<p>Transcribed from Voicemail:</p> <p>Hi there, my name is [REDACTED] from [REDACTED] I am a [REDACTED] [REDACTED] just had some questions about the 400-404 Connecting Link. I have found some information online but umm anyways if someone can get back to [REDACTED] thank you.</p>	<p>[REDACTED] called and spoke with [REDACTED] on January 28, 2021. No written response required.</p> <p><i>Key items discussed during the call:</i></p> <ul style="list-style-type: none"> [REDACTED] indicated that she had already figured out the answer to her previous question and had no further comments or questions

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT194 Con't	To: Project Team From: [REDACTED] [REDACTED]	Email	Location of the BBP in relation to [REDACTED] [REDACTED]	01/13/2021	Hello, Thank you for the information! Is a date set for the first PIC? If not I'll keep an eye out for it on the site! Thanks,	From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Monday, January 18, 2021 11:46 AM To: [REDACTED] Subject: RE: Added to the Mailing list/question Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. Public Information Centre (PIC) #1 is anticipated to be held in Spring 2021. As you are already on the Project Contact List you will continue to be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email. We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Sincerely,
CT194 Con't	To: Project Team From: [REDACTED] [REDACTED]	Email	Location of the BBP in relation to [REDACTED] [REDACTED]	01/18/2021	Thank you for all the info!	*No response required
CT123 Cont	To: Project Team From: [REDACTED] [REDACTED]	Phone-Voice mail	Questions about the BBP	01/18/2021	Transcribed from Voicemail: Hi my name is [REDACTED] my phone number is [REDACTED] have a reference number [REDACTED] if someone can give me a call back I have some questions about the Bradford bypass thanks bye.	[REDACTED] called and spoke with [REDACTED] January 27, 2021. No written response required.

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT199	To: Project Team From: [REDACTED]	Email	Reconsider building the BPP for environmental reasons	01/18/2021	<p>Dear Mr. [REDACTED]</p> <p>I recently attended a virtual Environmental Defence online presentation. During this meeting I became aware of the Bradford bypass plan which will destroy precious farmland and natural areas. It has become increasingly alarming how our governments, both provincial and federal have not thought far enough ahead to realize we need to save every inch of farmland in Canada. We are too dependent on imported food already. Canada has the best soil and farming environment in the world, especially in the Holland Marsh, and at an alarming rate it is being destroyed. We have already felt what it's like to be dependent on other countries for PPE during the start of the Covid crisis. What are we going to do when we are dependent on other countries to feed everyone in Canada? Please reconsider the decision to build this highway.</p> <p>Regards, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The Project Team acknowledges your concerns regarding the construction of the Bradford Bypass and potential impacts on the environment.</p> <p>We are currently in the early stages of this Preliminary Design and Class EA Study. In preparation for Preliminary Design, various environmental studies are being undertaken to identify environmental concerns, commitments and recommend mitigation measures. An Agricultural Impact Assessment will be completed by the Project Team, per the OMAFRA <i>Draft Agricultural Impact Assessment (AIA) Guidance Document</i> (March 2018). This assessment will include direct consultation with OMAFRA and local farming communities and identify potential impacts to farmlands and agricultural operations.</p> <p>A full list of environmental studies that will be conducted during this EA is provided on the project website (https://www.bradfordbypass.ca/overview/). The findings of these assessments will be discussed at future Public Information Centres (PICs) and documented in reports which will be available for review later in the Study.</p> <p>We have added you to the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT200	To: Project Team From: [REDACTED] PTE property	Email	PTE Forms	01/29/2021	<p>*Response to request for PTE</p> <p>Hello,</p> <p>Please see attached for the completed form. Sorry for the delay in returning this - it slipped my mind! If you need anything else at all, do not hesitate to be in touch any time.</p> <p>Warmly,</p>	

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	Owner [REDACTED]				[REDACTED]	
CT170 Cont	To: Project Team From: [REDACTED]	Email	Response to 2948- Requesting more information	01/29/2021	<p>*Comment from thread beginning in October Thank you for your email. Is there someone who can tell me how my property will be affected by the highway please? I can't tell from [REDACTED] where my house sits exactly since I don't know the exact gradient of my homes location. Will my I be expropriated, or will my property not be affected? I haven't been able to get a straight answer from anyone regarding this. I received the notice asking permission for the environmental study to be on my property which I'm assuming means I'm affected in some way, which means I would like someone to give me a clear answer. There is no set date for this public information centre which is where I'm supposed to be able to get answers, however; people have already been on my property without giving me any indication of how my property will be involved. I've sent multiple emails to your office, to the town of Bradford, and to [REDACTED] office, all of which have provided no clear answer. Thank you for your help, [REDACTED]</p>	<p>Hi [REDACTED]</p> <p>Thank-you for taking the time to speak with me this morning about the Bradford Bypass Preliminary Design Study and EA Study. As discussed, the Project Team is still in the early design stages, but some initial assessments have been made with respect to your access to County Road 4 (Yonge Street). Although the proposed highway itself will run a fair distance to the south of your property, there will be some changes made to the profile and grade of County Road 4 in the vicinity of the shared driveway entrance to accommodate the future interchange between County Road 4 and the proposed Bradford Bypass. We are currently assessing the access point, with a vision of providing a safe entrance if it is technically feasible to do so. However, the location/grade of the existing entrance is expected to be impacted as a result of the interchange's construction. In the event that a safe access to your property cannot be maintained, then the ministry would be reaching out to you to begin negotiations to acquire your property. I am hoping that the Project Team will have some more definitive answers with respect to your questions on timing of the proposed work fairly soon – hopefully before our Public Information Centre targeted for Spring 2021.</p> <p>I can appreciate that you may have additional questions with respect to the project which may have come to mind after this morning's call. Please feel free to reach out to me directly if you have any further comments or questions – I would be happy to assist.</p> <p>Sincerely, [REDACTED] Project Manager</p>
CT201	To: Project Team From: [REDACTED]	Email	Question regarding what will happen to boats in the marina once the bypass is built.	01/29/2021	<p>Hello,</p> <p>I live on [REDACTED]. I am assuming that this marina will be expropriated due to the fact that the bridge spanning the river will be too low for the marina boats to navigate under the new bridge. The marina would then go out of business. My assumption is based on my prediction that the cost of high enough bridge to let boats navigate under the bridge would far out weigh the cost of expropriating the two marinas located south of the proposed bypass. Is this correct?</p> <p>If the marina next to me is to be expropriated, what would the land be used for? Would the docks and slips be dismantled?</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team acknowledges your concerns related to the South Bay Harbour Marina and navigation on the Holland River. Preliminary design of the highway and bridge structures is currently underway. The design and future construction of the bridges will take into consideration navigability and maintaining proper access to the Holland River and Holland River East Branch. The Project Team is also actively engaging with Transport Canada to design the bridge structures in compliance with the Canadian Navigable Waters Act. As part of this process, we are seeking input from</p>

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					<p>I would appreciate some information on my assumptions, if correct, and concerns I have for the neighbouring property.</p> <p>Sincerely, </p>	<p>members of the public regarding information about the types of vessels in use within the Holland River and Holland River East Branch to better inform the design by understanding the existing navigable function of these waterways. At this time, it is not anticipated that there will be any property impacts to the South Bay Harbour Marina as a result of the proposed Bradford Bypass.</p> <p>The design alternatives being developed under the current Preliminary Design and Class EA Study will be presented at Public Information Centre (PIC) #1 where you can learn more about the proposed highway alignment, interchanges and structure designs.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>

February 2021 - Consultation Record

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CT-191 Con't		To: [REDACTED] Project Team From: [REDACTED] - [REDACTED]	Email	Developing the farmland he bought	02/04/2021	<p>*Comment from thread beginning in Nov</p> <p>Hi [REDACTED]</p> <p>Happy New Year and hope you are well.</p> <p>For your review and in preparation for your upcoming PIC, I have asked [REDACTED] to prepare a draft idea of a site plan for our [REDACTED] which I would like to share with you, attached.</p> <p>[REDACTED] has shown all lands to be acquired by MTO (approximately [REDACTED] for the interchange, and access to [REDACTED] on our site. It is my wish that the MTO land requirement would be shared between us and our neighbour to the north, [REDACTED]</p> <p>Is there any opportunity for us to meet via zoom (if appropriate) to compare notes and ideas ? Our planned project for the site is to build a first class corporate business park (mid-rise Class A office at the front, low-rise light industrial with 28' to 30' clear ceilings at the back) and we would like to give additional input at the planning stage to optimize access for future occupiers, which will be major corporations.</p> <p>We are also in the process of seeking a transportation consultant to work with on this project. If you have suggestions, I would greatly appreciate it.</p> <p>Best regards, [REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Wednesday, April 14, 2021 1:18 PM To: [REDACTED] Subject: RE: [REDACTED]</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We are currently in the early stages of this Preliminary Design and Class EA Study and a preferred route is not yet confirmed. The final design will be presented at Public Information Centre (PIC) #2 (anticipated to be held in Fall 2022) and will be documented in the Transportation Environmental Study Report (TESR) which will be made available for a 30-day public review later in the study.</p> <p>We have added you to the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional comments or questions, please feel free to reach out to the Project Team at your convenience.</p>
CT201		To: Project Team From: [REDACTED]	Phone-Voicemail Message	Names for Engineers of Record	02/04/2021	<p>Transcribed from Voicemail</p> <p>Good afternoon my name is [REDACTED] I am with [REDACTED] with the Bradford office. Calling in regards to the Bradford Bypass. I just want to put together a quick email to all the applicable agencies, the town, MTO the Bradford Bypass engineering team, to let you know that Crozier and Associated represents a property owner on the west side of hwy 400 within the [REDACTED] employment lands. It's the saddle lands that are impacted directly by the</p>	<p>Hello [REDACTED]</p> <p>Thank you for your phone message and interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The Project Team acknowledges [REDACTED] as the [REDACTED] for [REDACTED] For preparing an email regarding the property and the engineers on record, we suggest that you include the Project Team email</p>

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						<p>future interchange of the BBP connection with HWY 400 . I wanted to get a list of all names I can copy in my email to let them know that we C [REDACTED] are the engineers of record. To let everyone know that we represent [REDACTED] I understand there is some design and some site works happening and MTO is requesting access to [REDACTED] property and we happen to represent him.</p> <p>Give me a call back at [REDACTED] to discuss who I should copy my engineer of record notices.</p> <p>We have registered on your website to receive future updates and information. Again the phone number is [REDACTED]</p>	<p>(ProjectTeam@BradfordBypass.ca) and [REDACTED] MTO Corridor Representative [REDACTED]</p> <p>The Project Team is kindly requesting any site plans, locations and/or preliminary designs of any planned developments for this property that are available for consideration as this study progresses.</p> <p>You are already on the Project Contact List and will continue to be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional comments or questions, please feel free to reach out to the Project Team at your convenience.</p>
CT202	[REDACTED]	To: Project Team From: [REDACTED] [REDACTED]	Email	Discontent with the construction of the BBP	02/06/2021	<p>Dear Bradford By-pass Project Team:</p> <p>Please could you update your site to include the fact that the current provincial government is trying to waive the need for a new environmental assessment of the Bradford By-pass project? You currently suggest that the province will follow EA procedure. I think that's misleading.</p> <p>I'm very unhappy about the proposed route of the highway. I know it's a very sticky problem, but there are solutions that don't involve sticking an interchange where Bathurst goes through the Marsh. That's a terrible idea.</p> <p>If you must build a highway through the Marsh, why not build it further south and use the Yonge Street corridor?</p> <p>For most Ontarians, it would be enough to improve the link from 9/31 to Miller's Sideroad/19 [getting rid of the</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Wednesday, April 14, 2021 1:23 PM To: [REDACTED] Subject: RE: VERY UNHAPPY with news about no EA for the BB!</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>A proposal to exempt various MTO projects, including the Bradford Bypass, from the requirements of the Environmental Assessment Act has been posted by the Ministry of the Environment, Conservation and Parks (MECP) on the Environmental Registry of Ontario. However, because no regulation prescribing such an exemption has been proposed or enacted, the MTO is currently following the approved planning process for a Group 'A' project under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000). This is in accordance to the Notice of Approval issued for the 1997 Environmental Assessment Report</p>

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						<p>left/right turn up Dufferin and the need to stop at two set of lights]. Davis Drive is already six lanes at times.</p> <p>Finally, please include on your website a response to [REDACTED] February 3rd letter. In case you haven't read it, I've included the url below.</p> <p>Thank you for your time, [REDACTED]</p> <p>https://lakesimcoewatch.ca/wp-content/uploads/2021/02/2021-02-03-Bradford-Bypass-EA-request.pdf</p>	<p>(documenting the environmental assessment process for the route selection, right-of-way designation and future commitments for the Highway 400-Highway 404 Link) by the Minister of Environment and Energy on August 28, 2002.</p> <p>Please note that this Preliminary Design will adhere to all relevant new and existing provincial and federal legislation, including, but not limited to, Endangered Species Act, Greenbelt Plan, Heritage Act, Fisheries Act, Species at Risk Act. Please visit the Overview Page of the project website (www.bradfordbypass.ca) for a list of environmental discipline studies that will be carried out during the current preliminary design study.</p> <p>The planning process for the 1997 EA study narrowed down alternatives from a broad range of potential solutions to the concept ultimately selected as the Technically Preferred Route to a Planning level of detail. The study required gathering relevant information with respect to the existing and future conditions in the analysis area so that the impacts (both positive and negative) of each alternative could be compared under different environmental factors. To allow a satisfactory and comprehensive comparison to be made, information was gathered and grouped under five broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p> <p>The Technically Preferred Route, now the Bradford Bypass corridor under the current Preliminary Design study, was selected through the Route Planning study as the 2002 EA approved preferred alignment for a freeway in terms of highway network expansion, ease of construction, relationship to municipal land use planning, as well as having fewer negative impacts to residential and natural areas when compared to other options considered. As such, alternate locations for the highway are not being considered as part of this study.</p> <p>Environmental and engineering assessment studies including (but not limited to), noise, air quality, agricultural impacts, snowdrift, land use and traffic modelling will all be updated and considered in the development of design alternatives for the highway. The findings of these assessments will be discussed at future Public Information Centres (PICs) and documented in reports which will be available for review later in the Study.</p>

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							<p>The Project Team is actively engaged with local municipalities and regional governments to consult on the design, where the results of these consultations will be incorporated into the Ministry's preliminary design study and presented to the public at key stages.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional comments or questions, please feel free to reach out to the Project Team at your convenience.</p>
CT203		To: Project Team From: [REDACTED]	Email	Request to be added to contact list	02/06/2021	<p>Hi There,</p> <p>Could you please add me to your mailing list.</p> <p>Thank you kindly, [REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Monday, February 8, 2021 4:09 PM To: [REDACTED] Subject: RE: Bradford Bypass</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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							<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience</p> <p>Sincerely,</p>
CT204		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	Request to be added to mailing list	02/07/2020	- No comment. Just requesting to be added.	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Monday, February 8, 2021 4:21 PM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience</p> <p>Sincerely,</p>
CT205		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	Discontent with the construction of the BBP	02/07/2021	Many acceptable routes between HWY 400 and 404 already exist north and south of Davis Dr. This expansion is not needed and any advantage will outweigh irreversible damage to the landscape.	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Wednesday, April 14, 2021 1:30 PM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
							<p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The planning process for the 1997 EA study narrowed down alternatives from a broad range of potential solutions to the concept ultimately selected as the Technically Preferred Route to a Planning level of detail. The study required gathering relevant information with respect to the existing and future conditions in the analysis area so that the impacts (both positive and negative) of each alternative could be compared under different environmental factors. To allow a satisfactory and comprehensive comparison to be made, information was gathered and grouped under five broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p> <p>The Technically Preferred Route, now the Bradford Bypass corridor under the current Preliminary Design study, was selected through the Route Planning study as the 2002 EA approved preferred alignment for a freeway in terms of highway network expansion, ease of construction, relationship to municipal land use planning, as well as having fewer negative impacts to residential and natural areas when compared to other options considered.</p> <p>Significant population growth is projected for both Simcoe County (increase to 416,000 residents by 2031) and the Regional Municipality of York (increase to 1.79 million residents by 2041). The Bradford Bypass has been proposed as a response to this dramatic growth in population and travel demand in the area and the forecasted increase in congestion on key east-west roadways linking Highway 400 to Highway 404. Places to Grow: Growth Plan for the Greater Golden Horseshoe (2019) enacted by the Government of Ontario identifies and supports planned transportation corridors which are required to meet projected travel demand needs, including the proposed Bradford Bypass.</p> <p>Environmental and engineering assessment studies including (but not limited to), noise, air quality, agricultural impacts, snowdrift, land use and traffic modelling will all be updated and considered in the development of design alternatives for the highway. The study findings will be discussed at future Public Information Centres (PICs) and presented in EA documentation for the Study.</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
							<p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional comments or questions, please feel free to reach out to the Project Team at your convenience.</p>
CT206		<p>To: Project Team</p> <p>From: [REDACTED] [REDACTED] [REDACTED]</p>	Email	Supports Project	02/07/2021	Support project	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, February 9, 2021 11:35 AM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT207	████	To: Project Team From: █████	Email	Questions about the Bypass	02/07/2021	Hi good afternoon, this is █████ I just have some questions about the bypass. Could you please give me a call at █████ Again █████ Thank you	<p>████ Spoke to █████ at 11:00am on 02/10/2021.</p> <p>████ asked about the date of construction; █████ read this section of the FAQ's from the Project Website:</p> <p><i>The project is currently undergoing the Preliminary Design process to refine the design elements approved in 2002 by examining design alternatives within the Study Area, considering environmental constraints and engaging the public for input. The Preliminary Design is anticipated to be completed in early 2023, allowing MTO to further refine the project through Detail Design with the possibility of advancing some components of the project for early construction. Construction of the Bradford Bypass is subject to funding, completion of detail design, and having permits, licenses, approvals, and authorizations in place prior to construction.</i></p> <p>████ indicated that this was helpful.</p> <p>████ asked █████ is she had any additional questions.</p> <p>████ said no she was okay.</p>
CT208	████	To: Project Team From: █████ ████	Comment Form	Add to Mailing list	02/09/2021	Please add me to the mailing list.	<p>-----Original Message----- From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Wednesday, February 10, 2021 11:25 AM To: █████ Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello █████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

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							<p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT209		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	Farmland Loss	02/10/2021	<p>Hi Project Team,</p> <p>Can you please tell me how many acres of farmland will be lost if the Bradford Bypass is built? In addition, can you please tell me how many of these lost acres will be in the Holland Marsh?</p> <p>Thanks,</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Monday, April 19, 2021 10:37 AM To: [REDACTED]</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We are currently in the early stages of this Preliminary Design and Class EA Study, and as such, the anticipated impacts to farmland within the highway corridor are not known at this time. In preparation for Preliminary Design, various environmental studies are being undertaken to identify environmental concerns, commitments and recommend mitigation measures. Through the EA study, the Project Team will assess these impacts and endeavour to refine the design and develop appropriate mitigation measures to reduce potential impacts to agricultural lands and other key environmental areas. An Agricultural Impact Assessment will be completed by the Project Team, per the OMAFRA <i>Draft Agricultural Impact Assessment (AIA) Guidance Document</i> (March 2018). This assessment will include direct consultation with OMAFRA, OFA and local farming communities and identify potential impacts to farmlands and agricultural operations. A Property Impact Report will also be completed, which will undertake a review of all impacts of the proposed works on each property and identify the required amount of land to be acquired.</p> <p>A full list of environmental studies that will be conducted during this EA is provided on the project website (https://www.bradfordbypass.ca/overview/). The findings of these</p>

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							<p>assessments will be discussed at future Public Information Centres (PICs) and documented in reports which will be available for review later in the Study.</p> <p>At this time, a cost forecast for the Bradford Bypass has not yet been determined. To ensure competitive tender bids for future construction, the Ministry does not publish its project estimates. In order to obtain the best value bid for the project, the Ministry only releases costs once the procurement process is complete.</p> <p>Implementation of the Bradford Bypass may allow drivers travelling between Highways 400 and 404 to make the trip up to 60 per cent faster compared to existing routes, saving up to 35 minutes each way. These projections may be considered in comparison to the current route travelled between Barrie and Keswick.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT 209.1		To: Project Team From: [REDACTED]	Email	Financial Cost	02/10/2021	<p>Hi Project Team,</p> <p>Can you please tell me the forecast financial cost to the taxpayer of the proposed Bradford Bypass?</p> <p>Thanks,</p> <p>[REDACTED]</p>	[Response in 209]

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						[REDACTED]	
CT209.2	[REDACTED]	To: Project Team [REDACTED]	Email	Re: lost Farmland	02/23/2021	<p>Hi Team,</p> <p>Thanks for your response.</p> <p>Yes, please add me to your update list.</p> <p>One more question. By how many minutes would the Bradford Bypass reduce the commute from [REDACTED]</p> <p>All the best,</p> <p>[REDACTED]</p>	
CT210 (Tracked in Indigenous Table)		To: [REDACTED]		FYI Response from [REDACTED]	11/2020	<p>Dear [REDACTED]</p> <p>Thank you for your letter of November 23 addressed to [REDACTED] regarding the above-mentioned project letter, sent to you by the project manager [REDACTED] in September 2020.</p> <p>We acknowledge your request for a filing fee, however, as you are aware, we await a multi-ministry decision on this matter. Your patience is sincerely appreciated.</p> <p>We would also be happy to discuss your request regarding capacity funding to facilitate [REDACTED] participation in the consultation process as the environmental assessment work progresses.</p> <p>Regarding your request for a summary statement of potential impacts to all environmental factor areas, the current Group A Class Environmental Assessment process is focused on developing a Transportation Environmental Study Report (TESR) for the project area, which documents the Existing Environmental Conditions, Impact Assessment and prescribes any anticipated mitigation measures to the environment. The Project Team would be pleased to arrange a virtual meeting with you to describe the process being followed, and for you to describe your concerns as outlined in your letter. Project Manager [REDACTED] and [REDACTED] Indigenous Liaison Specialist will be in touch to schedule an online meeting regarding your interests in this project.</p> <p>Should you have any other concerns regarding this project I would welcome the opportunity to speak with you, please</p>	*No response required this is an FYI

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						feel free to connect with me directly. We look forward to working collaboratively with your team on this project. Sincerely, [REDACTED]	
CT211 (tracked in Indigenous Table)	[REDACTED]	[REDACTED] [REDACTED] [REDACTED] [REDACTED]	Email	Consultation Process with Williams Treaty Communities	February 8, 2021	<p>Aaniin [REDACTED]</p> <p>I would like to see the EA regarding this project. This letter was an information letter and I haven't received anything else regarding this project and regarding the consultation process with the [REDACTED]</p> <p>Mno nendam ghiizhigad, [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p>	<p>1st response Aaniin [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study, and for confirming receipt of the Notice of Study Commencement on behalf of Hiawatha First Nation.</p> <p>Your request has been forwarded to the appropriate parties and is currently under review by the Project Team. A response will be provided to you as soon as possible.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available. This includes the approved Environmental Assessment (EA) Report (2002), which is available through the project website for viewing and download on the overview page. A direct link to the approved EA is provided for your convenience: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>MTO to provide follow up response</p> <p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Wednesday, April 14, 2021 1:45 PM To: [REDACTED] Subject: RE: Bypass Status & Timing Projections</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The key project milestones are presented on the project website and will be updated throughout the study. The milestones of the project are generally scheduled as follows:</p>
CT212	[REDACTED]	To: Project Team From: [REDACTED] [REDACTED]	Email	Bypass Status & Timing Projections	02/19/2021	<p>Can you please provide me a list of steps and projected timing with a proposed final completed date for this project [REDACTED]</p> <p>Sent from my iPhone</p>	

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE																
							<table><tr><td>Notice of Study Commencement</td><td>September 2020</td></tr><tr><td>Permission to Enter and Study Initiation</td><td>September 2020</td></tr><tr><td>Generation and Evaluation of Design Refinements to the Preliminary Design</td><td>2020-2021</td></tr><tr><td>Public Information Centre #1</td><td>Spring 2021</td></tr><tr><td>Selection of Preferred Preliminary Design Alternative</td><td>2021-2022</td></tr><tr><td>Public Information Centre #2</td><td>Fall 2022</td></tr><tr><td>Filing of the Transportation Environmental Study Report (TESR)</td><td>End of 2022</td></tr><tr><td>Preliminary Design Anticipated Completion</td><td>Early 2023</td></tr></table> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project, including updates to the project schedule, as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience</p>	Notice of Study Commencement	September 2020	Permission to Enter and Study Initiation	September 2020	Generation and Evaluation of Design Refinements to the Preliminary Design	2020-2021	Public Information Centre #1	Spring 2021	Selection of Preferred Preliminary Design Alternative	2021-2022	Public Information Centre #2	Fall 2022	Filing of the Transportation Environmental Study Report (TESR)	End of 2022	Preliminary Design Anticipated Completion	Early 2023
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Preliminary Design Anticipated Completion	Early 2023																						
CT1212 Con't		To: Project Team From:	Email	Bypass Status & Timing Projections	02/19/2021	*Response to automatic reply Thank you Yes pls add me to mailing list Particularly interested in project steps & timing maybe a Gant chart. I was in the environment (engineering) for most of my career and know how long these projects take (EA, PIC etc) to materialise long before construction begins. Appreciate feedback 	*See response above																
CT131 Con't		To: Project Team From:	Email	RE: MHSTCI comments - Hwy 400 to Hwy 404 Link (The Bradford Bypass)	02/19/2021	*Comment begins in October Table Good afternoon, Thank you for your response to comments from . Would it be possible to share the Cultural Heritage Resource Assessment with me at this time? Many thanks, 	From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Wednesday, April 14, 2021 1:58 PM To: Subject: RE: comments - Hwy 400 to Hwy 404 Link (The Bradford Bypass) Hello																

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
							<p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>Attached is the Cultural Heritage Report from the preparatory work in advance of the preliminary design. This report is provided as a reference document for internal use and is not to be shared with the public.</p> <p>Any future CHER / HIA will be undertaken by the Ministry for built heritage resources/cultural heritage landscapes potentially impacted by the project. As part of the cultural heritage assessments, MHSTC will continue to be consulted and engaged throughout the study.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT213 (linked to CT214)		To: Project Team From: [REDACTED]	Email	20 Morgan's Rd.	02/22/2021	<p>Hello,</p> <p>I recently moved to the area, how will my direct property be affected by the bypass. What are the specifications of the land. Can I access the the measurements from my property to the bypass itself.</p> <p>Thanks</p> <p>Sent from my iPhone</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Wednesday, April 14, 2021 2:03 PM To: [REDACTED] Subject: RE: [REDACTED]</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>Thank you for your call with our Project Team member on February 25, 2021, where we were able to walk you through the design plates from the 2002 Route Planning Study to identify your property in proximity to the proposed Bradford Bypass. In response to your remaining questions from that call, please find the following information:</p> <ul style="list-style-type: none"> - The proposed right-of-way for the Bradford Bypass will be approximately [REDACTED] of [REDACTED] - The proposed right-of-way for the Bradford Bypass will be approximately 1 [REDACTED] of [REDACTED]

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							<p>As the study is currently in the early phase of Preliminary Design, these distances are not exact and are subject to change as refinements to the design are made. Potential impacts and appropriate mitigation measures will be presented at Public Information Centre (PIC) #2 (anticipated to be held in Fall 2022) and will be documented in the Transportation Environmental Study Report (TESR) which will be made available for a 30-day public review later in the study.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT214 (linked to CT213)		To: Project Team From: [REDACTED]	Voicemail	Location of the Bypass in proximity to Silverlakes Golf Course and Morgans Road	02/21/2021	<p>Hi my name is [REDACTED] I am inquiring about where exactly the by-pass goes in relation to [REDACTED] and the [REDACTED] if it goes in at the end the street the middle of that street close to [REDACTED]</p> <p>If someone can give me a call back that would be great. I can be reached at [REDACTED]</p>	<p>Record from phone call 02/25/2021</p> <p>[REDACTED] spoke with [REDACTED]</p> <p>I walked through the exhibit [REDACTED] which gives an overview of the property in question [REDACTED]</p> <p>[REDACTED] mentioned that an issue with the plates is that the scale of the plate makes it difficult to tell exactly how far the proposed by pass will be from her property. Although the scale is indicated as 1:10,000 its hard to tell distance wise how far it would be.</p> <p>Questions from [REDACTED] that require follow up:</p> <ul style="list-style-type: none"> - An estimate of how far the bypass will be from Morgan's road. In meters etc. - How far will the bypass be from the golf-course? Estimate in meters. <p>I obtained [REDACTED] so we can use that moving forward it is listed below:</p> <p>[REDACTED]</p>

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							*SEE RESPONSE ABOVE
CT215		To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Support for the BBP	02/22/2021	It will benefit landowners who currently experience high volume traffic from areas outside of our municipality by commuters from Bradford West Gwillimbury accessing the 404 via Queensville Sideroad; It will benefit Agricultural business owners moving their products in a timely manner to packing facilities, in order to supply the chain stores with food.	Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. The Project Team acknowledges your comments regarding the future benefits of the proposed Bypass. Your comments will be reviewed and considered. We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email. We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Sincerely,
CT216						*see indigenous tracking table	
CT217		To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Identifying we need the BBP for Mobility and Standard of Living	02/25/2021	As a resident of Bradford West Gwillimbury, This Highway Link we need for development of our mobility and standard of living	From: projectteam@bradfordbypass.ca < projectteam@bradfordbypass.ca > Sent: Friday, February 26, 2021 3:44 PM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry Hello [REDACTED]

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
							<p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The Project Team acknowledges your comments regarding the need for the Highway Link as it relates to improved mobility and standard of living. Your comments will be reviewed and considered.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>



March 2021 - Consultation Record

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-218		To: Project Team From: [REDACTED] [REDACTED] [REDACTED]	Email	Property at Highway 400 interchange & Bradford Bypass	03/02/2021	<p>Dear [REDACTED] & [REDACTED]</p> <p>[REDACTED] has been retained by [REDACTED] (on behalf of [REDACTED]) to provide transportation consulting services related to the property at [REDACTED]. As referenced in a February 4th, 2021 email to you from [REDACTED] our client has preliminary plans to develop a corporate business park on the property.</p> <p>We are aware that consultation regarding the Bradford Bypass is currently on-going and that the preliminary design process is underway. Since our client's lands are directly adjacent to the planned interchange at Highway 400 and the Bradford Bypass, we would like to meet with you at your earliest convenience to gain a better understanding of MTO's future property requirements, as well as to review access options for the property as they relate to the proposed business park development.</p> <p>As I'm sure you can appreciate, our client is quite concerned about the potential impacts of the planned interchange on this property. We look forward to hearing from you soon so that we can confirm a meeting time. I'd be happy to book a Zoom meeting for us if that is helpful.</p> <p>Thank you very much.</p> <p>[REDACTED] [REDACTED] [REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, May 4, 2021 1:15 PM To: [REDACTED] Subject: RE: Property at Highway 400 interchange & Bradford Bypass</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The Project Team acknowledges that [REDACTED] is representing [REDACTED] and the properties at [REDACTED].</p> <p>MTO and the Project Team would like to schedule a meeting with your group and [REDACTED] to discuss the Bradford Bypass and the [REDACTED]. Please provide your availability over the upcoming weeks and we will schedule a call.</p> <p>Please note the first Public Information Centre (PIC) is currently being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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CT-218.1		From: [REDACTED] MTO To: Project Team	New Stakeholder Comment Form	New Stakeholder Comment Form Entry	03/02/2021	Request to be added to the contact list. See comment above.	<p>Sent: March 4, 2021 2:34 PM To: [REDACTED] Cc: projectteam@bradfordbypass.ca Subject: RE: Bradford Bypass</p> <p>Hi [REDACTED]</p> <p>Thanks for taking the time to speak with me this morning. Just as a brief summary of our call, I wanted to outline some of the main points discussed:</p> <ul style="list-style-type: none"> • MTO is about 6 months into the Preliminary Design Environmental Assessment (EA) Study phase of the Bradford Bypass. This work is to update and build upon the Route Planning EA Study completed in the 1990s and approved in 2002. It is anticipated that the current Preliminary Design Study will be completed early in 2023. • The current Preliminary Design EA Study will update/refine the previously-approved 2002 design for Bradford Bypass, in recognition of the fact that there have been many changes made to highway design standards and environmental practices/policies/legislation since the previous Route Planning EA Study. • One of the more notable changes affects the western terminus of Bradford Bypass at Hwy 400, which will be reconfigured as a "fully directional" interchange with flyover connections. Although the ramp/interchange geometry is site-specific and still to be determined, general examples of this type of interchange configuration can be seen at Hwy 401 & Hwy 412, Hwy 407 & Hwy 412 and Hwy 407 & Hwy 418. • Several design alternatives for the Bradford Bypass/Hwy 400 Interchange are currently being developed by the Project Team. These designs will be shown to stakeholders and the general public at Public Information Centre (PIC) #1 later this spring for review and comments. Timing of PIC #1 will be posted on the EA Study's website, once the date is confirmed. • Both the Bradford Bypass and Hwy 400 are designated as Controlled-Access Highways (CAH) under the Public Transportation and Highway Improvement Act. Accordingly, direct access to any properties immediately

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							<p>adjacent to these highways is not permitted. Access to this site would need to be from County Road 53 (5th Sideroad) or from 8th Line.</p> <ul style="list-style-type: none"> This property is within MTO's permit control area and will require permits and approvals from our Corridor Management Office. MTO's standard setback requirement is 14 m measured outwards from the proposed MTO property line. <p>Hope this information is helpful. If you have any other questions about the Bradford Bypass EA Study, please do not hesitate to contact either myself or the Project Team.</p>
CT-218.2		From: [REDACTED]	RE: Bradford Bypass	Email		<p>[REDACTED]</p> <p>It was great to speak with you this morning. Thank you so much for this excellent summary.</p> <p>Regards,</p> <p>[REDACTED]</p>	*No response required.
CT-219		To: Project Team From: [REDACTED] General Public	New Stakeholder Comment Form	Request to be added to the contact list	03/04/2021	Request to be added to the contact list no comments.	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Monday, March 8, 2021 3:02 PM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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						<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT-219.1	<p>██████████</p> <p>To: Project Team</p> <p>From: ██████████</p> <p>██████████ General</p>	Email	Timeline for construction	03/04/2021	<p>Hello is there a time line as to when this project will actually have shovels in the ground ? Reason I ask is if the Conservatives get voted out and get replaced by a government that does not want to follow through with this new highway, then any time spent now will be wasted, If you need help digging I am available to help, I have a strong back lol</p> <p>Thank You for your speedy answer ██████████ in Bradford</p>	<ul style="list-style-type: none"> This email bounced back on April 26th 2021 April 27th-2021 ██████████ called ██████████ on number on his new Stakeholder comment form. Read the response below. <p>Hello ██████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment.</p> <p>The project is currently undergoing the Preliminary Design and Environmental Assessment process to refine the 2002 Approved EA alignment by examining design refinements and alternatives. This includes consideration for environmental constraints, environmental protection and involves on-going consultation and engagement with the public, key stakeholders, regulatory agencies for input.</p> <p>The Preliminary Design is anticipated to be completed in early 2023, allowing MTO to further refine the project through Detail Design with the possibility of advancing select components of the project for early construction. Construction of the Bradford Bypass is subject to funding, completion of detail design, and having permits, licenses, approvals, and authorizations in place prior to construction.</p> <p>Please note the first Public Information Centre (PIC) is currently being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p>

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						<p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions or comments please feel free to reach out to the project team at your earliest convenience.</p>
CT219.2	<p>██████████</p> <p>To: ██████████</p> <p>From: The Project Team</p>	Email/Phone	Change in Email Timeline of Construction	04-27-2021		<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, April 27, 2021 4:29 PM To: ██████████ Subject: Bradford Bypass Preliminary Design and EA: Phone Call Conversation April 17th, 2021</p> <p>Good afternoon ██████████ Thank you for taking the time to speak with a member of the Project Team (██████████) today. We have made note of the change in your email address and have added your new email to the contact list. The Project Team also notes your concerns regarding delayed construction of the bypass due to changes in political funding. As well, we note of your comments regarding Bradford having congestion issues with traffic, especially during weekends. Your comment regarding traffic being backed up to Newmarket on weekends and holidays has been noted. Lastly, we acknowledge your comments related to the high volume of individuals passing through Bradford without stopping in the town, and driving through residential neighborhoods. As discussed today, the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study. PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021. PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about</p>

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						key topics raised during the PIC's review period and receive additional project information. Please register through the project website. For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience. We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Sincerely,
CT219.3	██████████ To: Project Team From: ██████████	Email	Thank you	04-28-2021	<p>From: ██████████ Sent: Tuesday, April 27, 2021 4:42 PM To: projectteam@bradfordbypass.ca Subject: Re: Bradford Bypass Preliminary Design and EA: Phone Call Conversation April 17th, 2021</p> <p>Thank You ██████████ Sent Using Moto G Fast Please Update To My New Email Address ██████████</p>	*No Response Required
CT-220	██████████ To: Project Team From: ██████████	Email	Request to be added to the contact list	03-05-2021	<p>Hi there,</p> <p>I'm a property owner within the study area. I'd like to be added to the mailing list. My address is ██████████</p> <p>Thank you, ██████████</p> <p>Sent from my iPhone</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Monday, March 8, 2021 3:20 PM To: ██████████ Subject: RE: Property Owner</p> <p>Hello ██████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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CT-221		To: Project Team	Email	Information on [REDACTED] Property	03-05-2021	<p>Good Morning!</p> <p>I am contacting you regarding the above-mentioned property. I facilitated the sale of the land between the current owner, [REDACTED] of [REDACTED] and the new purchaser, both friends of mine. The purchaser is looking for more information in regards to the expected expropriation that will be occurring on a portion of the property. Would you be able to help me with this? Any information would help. Or, if you or any of your staff would be willing to do so, potentially set up a Zoom call in regards to the matter.</p> <p>Looking forward to hearing from you.</p> <p>Many thanks!</p> <p>[REDACTED]</p> <p>[PTE Property [REDACTED] shown below]</p> <p>[REDACTED]</p>	<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, May 25, 2021 10:38 AM To: [REDACTED] Subject: RE: [REDACTED]</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment.</p> <p>The Project Team notes that the property at [REDACTED] has been sold to a new owner. In order to update the ownership information for the property, please provide us with the following:</p> <ul style="list-style-type: none"> • contact information for the new owner(s); including full name(s), mailing address, email address, and phone number; and • date of property closing/change in ownership. <p>The Ministry will meet with individual landowners prior to Public Information Centre (PIC) #2 (anticipated for Fall 2022) to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts. The preferred approach is to negotiate in good faith with owners as early as possible to reach amicable agreements for the acquisition of any properties needed to support important infrastructure improvements like this. Expropriation is only used when agreements can't be reached within suitable project timeframes.</p> <p>The Ministry has established an alternate process for receiving comments from property owners about a proposed expropriation and for considering those comments. Under this process, any owner of lands who was served a notice of expropriation is given the opportunity to comment on the proposed expropriation. They can do so by submitting comments about the proposed expropriation to the Assistant Deputy Minister (ADM), Transportation Infrastructure Management Division, within thirty days of receiving the notice.</p> <p>The Ministry will review the comments for their technical/engineering information, having regard to the need for the land for the purposes of the project. A written response will be provided from the ADM to the property owner.</p>

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						<p>Please note the first Public Information Centre (PIC) was hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study. All materials from PIC #1 remain available on the project website.</p> <p>PIC Part 1: The purpose of the first stage 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. The PIC materials were made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team held a PIC Webinar presentation on May 18, 2021 where attendees could learn more about key topics raised during the PIC's review period and receive additional project information. This session was recorded and is available through the project website.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-222	<p>██████████</p> <p>To: Project Team</p> <p>From: ██████████</p> <p>██████████ Property Owner</p>	Email	Bradford Bypass Feedback Suggestions for improvement	03-06-2021	<p>Greetings,</p> <p>My name is ██████████. I am currently a resident of Barrie, Ontario. I am writing about the Bradford Bypass. I appreciate the Conservative government is proceeding with this badly needed project. I had suggested a number of years ago that this road should be a minimal toll road i.e. perhaps .50cent to 1.00 per use. I still think this is a good idea.</p> <p>I understand the great opposition to this project because of its traversing environmentally sensitive wetlands.</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Monday, April 26, 2021 11:20 AM To: ██████████ Subject: RE: Bradford Bypass Feedback Suggestions for improvement</p> <p>Hello ██████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We are currently in the early stages of this Preliminary Design and Class EA Study. No updated highway or bridge design information is available at the present time,</p>

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					<p>Rather than using pylon in the ground sort of "technology" or a lot of fill, may I suggest a special 2-3km span (or combination of spans) perhaps with a sort of raised "island" for a connection to a potential future interchange at Bathurst Road, using a suspension bridge with a minimum clearance of 20metres.</p> <p>With this a special road either to the south or north of the bypass bridge could be a special supplemental bridge span for a small service road and/or bicycle / walking trail across the marsh/river/wetlands area.</p> <p>I understand that this would greatly add to the construction cost but long term I think it would achieve the best results and most acceptance. If the spans are built for 3 lanes in each direction (at least 2 minimally) in addition to a 2 lane road + bicycle/walking span I believe this could be a very beautiful bridge that could attract tourism to the area. The Holland Wetlands Suspension bridge. The minimal toll for the highway traffic could be used to help pay for the extra service/bicycle trail road that could then pass under the bridge at either end and connect to local areas to the East in Queensville and West in Bradford.</p> <p>The special trail road could also be built with building special nests for migrating birds in the area.</p> <p>I would trust such a suspension structure would be more minimally invasive to environmentally sensitive wetland area.</p> <p>[REDACTED]</p>	<p>as these plans are still being developed by the Study Team. The Ministry has not yet made a decision regarding tolls at this time.</p> <p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plate 6 (Pg. 205) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). Refinement of the highway alignment within the study limits and consideration of the highway's proximity to existing and approved developments is underway. The design alternatives can be viewed at Public Information Centre (PIC) #1 which is currently being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Airmail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-223	[REDACTED] To: Project Team From: [REDACTED]	Email	Letter to IAAC Regarding the BBP	03-03-2021	<p>Good afternoon,</p> <p>Thank you for your February 12 invitation to provide input and comments on the designation request for the Bradford Bypass project. Please see attached response addressing your request.</p>	*Included for record keeping purposes. No response needed.

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					<p>If you have any questions or concerns, please feel free to contact me.</p> <p>Thank you,</p> <p>*See digital copy CT-223 [REDACTED] for full comment</p>	
CT-223.1	<p>To: [REDACTED]</p> <p>From: [REDACTED]</p>	Email	Response to submission of the IAAC letter		<p>*Below is the [REDACTED] Response to email above</p> <p>Good afternoon:</p> <p>Thank you for your responses regarding the GTA West and Bradford Bypass Projects.</p> <p>The Agency would like to incorporate your input into our advice to the Minister and would still be able to do so, if you could get your input to us by March 19, 2021 on the designation requests for both the GTA West and Bradford Bypass Projects.</p> <p>Under the Impact Assessment Act, on designation requests, the Agency must conclude its analysis in a timely manner to provide sufficient time for the Minister of Environment and Climate Change to respond, with reasons, to the request. For the request to designate the above noted projects, the Agency must conclude its analysis soon (and by no later than March 19, 2021). The Minister's decision is expected to be issued on May 4, 2021.</p> <p>Please note, in accordance with subsection 9(1) of the Impact Assessment Act, the Agency's analysis is focused on adverse effects within areas of federal jurisdiction and public concerns in relation to those types of effects, and in accordance with subsection 9(2) the Agency will also consider potential impacts on the exercise of rights of potentially affected Indigenous groups. Public concerns that do not relate to adverse effects in areas of federal jurisdiction are not considered in scope for the analysis.</p> <p>Perhaps your Region's planning department would be able to provide comments on the specific questions raised in the Agency's correspondence by the March 19th deadline. Please contact me know if you have any questions or comments.</p> <p>Thank you,</p> <p>[REDACTED]</p>	<p>Response from [REDACTED]</p> <p>[REDACTED]</p> <p>Thank you for the follow-up with respect to the Region's input for both the GTA West and Bradford Bypass projects and letting us know about a revised intake deadline.</p> <p>Our Council will be considering additional reports on each project on March 18, 2021 and we will provide an update immediately following.</p> <p>Please let me know if you have any questions or comments.</p> <p>Regards,</p>
CT071 Cont	To: Project Team, [REDACTED] various BBP stakeholders	Email	Email for engineers of record for [REDACTED]	03-10-2021	<p>*thread begins in Sept Comment Table</p> <p>Good Afternoon All:</p>	<p>Hi [REDACTED]</p> <p>Thanks for the email! Please note that the Bradford Bypass EA Update Study's Project Team is still in the process of developing design alternatives for the</p>

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	From: [REDACTED] [REDACTED] [REDACTED]		[REDACTED] is a PTE Property Owner		<p>Please be advised that [REDACTED] have been formally retained by [REDACTED] to act as [REDACTED] representing [REDACTED] on all development management related matters for his approximate [REDACTED] property located on the [REDACTED] and within the [REDACTED]. [REDACTED] property will be directly impacted by the proposed Bradford Bypass Interchange design at Highway 400.</p> <p>As such, we formally ask the MTO and their retained [REDACTED] to please formally copy all proposed Bradford Bypass and Highway 400 Interchange Engineering design related correspondence provided to [REDACTED] to our firm [REDACTED] (noted below) including any design related meetings and notices that directly impact [REDACTED] property. We will also require digital copies of all available Preliminary AutoCAD Interchange Engineering design drawings and PDF hard copies, copies of all Preliminary Geotechnical, Hydrogeological and Groundwater Monitoring reports for all Boreholes or Monitoring stations that may be located on or adjacent to the [REDACTED] lands for our review and/or any comments on behalf of our Client [REDACTED].</p> <p>We have also previously formally registered on the MTO's Bradford Bypass Website to be informed on all future public meetings, notices and project design updates. As the proposed Interchange and Bradford Bypass design proceeds, we would also like to be included in any preliminary engineering design update meetings directly impacting [REDACTED] lands.</p> <p>Please note that as part of the local sanitary sewer servicing design for OPA #15, the existing West Gwillimbury Power Centre Inc. (WGPCI - Strathallen) Employment Lands located at southwest corner of the Interchange of Highway 400 and County Road 88 has accommodated future sanitary sewage gravity flows from the northern 400 acres of OPA #15. An existing trunk sanitary sewer draining south through the east limit of the WGPCI Employment Lands that continues south through the future DG Group Employment Lands has been constructed within a 6.0 m wide trunk sanitary servicing easement in favour of the Town of Bradford West Gwillimbury. The existing trunk sanitary sewer connects to the existing 6th Line Town sanitary sewer that then crosses east under Highway 400 where the sanitary sewer continues south via gravity sanitary sewer into the Town's commissioned [REDACTED] Sanitary Pumping Station. The 400 acre</p>	<p>proposed Hwy 400 and Bradford Bypass Interchange. These alternatives will be made available for public review and comment at our first Public Information Centre (PIC #1) anticipated in Spring 2021. As Crozier is representing [REDACTED] the Project Team will notify you when the PIC is being held.</p> <p>If you have any other questions or concerns about the Bradford Bypass EA Update Study, please do not hesitate to contact me.</p> <p>Sincerely, [REDACTED] Project Manager</p>

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					<p>future service area of [REDACTED] consisting of the lands north of [REDACTED] and west of Highway 400 includes the Sadlon lands at the north end of the [REDACTED]</p> <p>We would like to share the preliminary design details for this future northerly [REDACTED] extension of the proposed trunk sanitary sewer that will ultimately need to be constructed through the proposed future Bradford Bypass interchange area and ideally its preliminary design details should be considered along with the preliminary and final proposed Bradford Bypass interchange design details. Please advise of the key contact person(s) at the MTO or the design consultant contact(s) at [REDACTED] in order to coordinate the future [REDACTED] preliminary trunk sanitary sewer design details.</p> <p>Thank you.</p>	
CT071.1	<p>To: [REDACTED]</p> <p>From: [REDACTED]</p>	Email	Response to Engineers on Record Email	03-14-2021	<p>Thank you [REDACTED]</p>	<p><i>*there is an outstanding question from a phone conversation with [REDACTED] on March 10th 2021. He has requested us to provide the contact information, [REDACTED] This person was indicated on a previous drawing for the BBP.</i></p> <p><i>Response below:</i> From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Monday, April 26, 2021 11:25 AM To: [REDACTED] Subject: RE: MTO Bradford Bypass Design - [REDACTED]</p> <p>Hello [REDACTED]</p> <p>We are following up on the request you indicated during a phone call on March 10th, 2021 with [REDACTED]</p> <p>We understand you were hoping to obtain contact information for a person with the name [REDACTED] There is no one currently employed by the Ministry or AECOM with this name, and as such we do not have contact information for this individual at this time.</p> <p>If you have any additional comments or questions, please feel free to reach out to the project team at your earliest convenience.</p>
CT071.2	<p>To: [REDACTED]</p>	Email	Follow up on question regarding drawings	03-24-2021	<p>Good Morning [REDACTED]</p> <p>Is it possible to obtain a full set of electronic Preliminary Design Drawings from [REDACTED] We have a small set of letter</p>	<p><i>*Please see response above</i></p>

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	From: [REDACTED]				sized .PDF's drawings sealed by [REDACTED]	
CT224	To: Project Team	Email	Letter of Support for the BBP	03-14-2021	<p>Thank you.</p> <p>I am writing this email to provide some of my personal feedback on the Bradford Bypass.</p> <p>I imagine you receive plenty of emails from concerned residents who are not in favour of this controversial route. However I wanted to share why I am in favour of this much needed route. I am a former resident of North Newmarket (Born and raised until 2014) Bradford (2014-2015) and Georgina (2017-2020). Currently, as like many others, I reside now further North in Orillia but commute everyday for employment in Newmarket. Having lived in all three regions that this proposed road directly affects, I would like to express that the road will benefit its residents in different ways. Many people in Bradford may not see the importance of an east/west route that connects Simcoe County to Northern York region due to their quick access to highway 400 for southbound commuters.. In the same way many Georgina residents may not see the viability of this project in their own backyard due to easy access to highway 404 for their southern commute. Many Newmarket residents may not realize how this will impact them, how this will alleviate the traffic congestion on Green Lane and Davis dr.</p> <p>Even for new residents to the area it won't take long to notice the traffic congestion in these areas. Long weekend Friday afternoons are often spent parked on highway 11 or Bathurst St heading north into Bradford. Or stuck waiting to turn from the queensville side road coming from the easter portions of East Gwillimbury or Georgina. It isnt uncommon for all arterial routes to be congested, even secondary routes like mt albert rd or holland landing road can be dramatically affected by this congestion.</p> <p>For the few of us unfortunate ones who have to commute east west and try to connect regions our options are sadly limited, and extremely time consuming. I am certain my personal story is something residents of all towns and regions could agree with, The bradford bypass would directly translate to more time spent with family, in fact for me, it would mean more time spent with my 2 year old daughter. I am a [REDACTED] father to a daughter who resides in Mt Albert with her mother. My time with her is greatly impacted by the lack of a fast moving corridor to connect highway 48, highway 404, highway 400. Snow storms, accidents, cottage goers and summer long weekends make this stretch of travel painstaking sometimes. The need for east west roadway has been increasing for ten years now with exponential population growth. Traffic studies from 10-15 years</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Monday, April 26, 2021 11:30 AM To: [REDACTED] Subject: RE: Feedback regarding Bradford Bypass and its importance</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We are currently in the early stages of this Preliminary Design and Class EA Study. In preparation for Preliminary Design, various environmental studies are being undertaken to identify environmental concerns, commitments and recommend mitigation measures. A full list of these environmental studies is provided on the project website (https://www.bradfordbypass.ca/overview/). The findings of these assessments will be discussed at future Public Information Centres (PICs) and documented in reports which will be available for review later in the Study.</p> <p>As a commitment of the 2002 Approved EA and required under the Greenbelt Plan (2017), an Agricultural Impact Assessment will be undertaken to the existing standards and with reference to the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) Draft Agricultural Impact Assessment (AIA) Guidance Document (March 2018).</p> <p>The Project Team appreciates your comments related to your experience with the area and your support for the Bradford Bypass.</p> <p>Please note the first Public Information Centre (PIC) is currently being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key</p>

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					<p>ago would have displayed these cracks in our infrastructure and public works. The region of Simcoe and Northern York region need to be connected and it needs to happen soon to help all of the hard working people in this area move to and from their homes to places of employment efficiently and safely.</p> <p>As with many residents, I agree with their environmental concerns, I understand the diversity of the south simcoe wetlands and its fragility. However, I am fully aware that our elected government can and should utilize the expertise of both environmental activists as well as the brilliant civil engineers to ensure this project comes off with a limited impact. By no means am I a civil engineer or urban planner, but I do understand the effects of construction practices in fragile environmental landscapes. If not already done so, one should consult the road grid that has been constructed in South Florida or Louisiana. Both of these areas have bridges, causeways, viaducts built over very fragile, flood prone wetlands and swamps. Of course the climate and natural wildlife is different, but the feasibility and principle remains the same. If they can do it, ten times over, connecting populous communities to each other why aren't we able to do it. If it means instead of concrete pillar bridges, instead utilize a causeway style system by back filling the land and creating culverts and diversions for water to continue to flow. Or if that becomes a water flow concern then we should consider viaducts and bridges or a mixture of all. I digress, the feasibility of effectively building this route far outweighs waiting another ten years and wasting taxpayer money just to perform environmental assessments and get caught up in municipal, provincial and federal red tape.</p> <p>I also firmly believe one way to combat the negative environmental impact of these projects is to keep development in the area very limited. The arable farm lands and unique wetland is important to maintain and keep in tact for generations to come. Building an east west highway to alleviate congestion and promote free movement between Simcoe and Northern York region DOES NOT have to mean building housing developments and commercial centers to promote urban sprawl. There are many other surrounding areas that can promote that goal. The goal of this road should be simply to assist and promote the movement of both Simcoe and York region residents in an efficient and safe manner in a 4 lane throughway. The benefits will spread over to residents of neighboring communities as well, stretching far east like Beaverton and Brock, Uxbridge and Markham/Stouffville as well as West towns like New Tecumseth and Orangeville. Many residents of the northern parts of Simcoe will also</p>	<p>topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional comments or questions, please feel free to reach out to the project team at your earliest convenience.</p>

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					<p>welcome the importance of this road. Many Innisfil, Barrie and Orillia residents have to utilize highways 400 and 404 as part of their commute. It is also so important for the movement of goods and food within these regions to move efficiently.</p> <p>In summary, I am IN FAVOUR of the Bradford Bypass, and I am in the belief that this route is much overdue. My hope is that this opinion is taken into consideration. I am certain you receive many emails of people who are not in favour of this, but for many of us who are forced to do this commute as part of our daily, weekly or even monthly life. It would directly mean more time spent with family, less time spent idling and polluting on secondary roads in communities like Holland Landing, Bradford, Queensville etc. As we look towards the future, with the implementation and push for clean energy in Electric vehicles and solar power the carbon impact of a 404-400 connecting link will be drastically reduced in its update environmental impact. As a resident of Simcoe county, and a person who commutes 6 days a week to North York region for employment or to visit with family. Thank you for the opportunity to voice my opinion in this matter.</p>	
CT225	<p>██████████</p> <p>To: Project Team</p> <p>From: ██████████ ██████████</p>	Email	Requesting information on the BBP	03-19-2021	<p>Dear project team,</p> <p>In light of your stated commitment to an open and transparent EA process in your presentation to York Region council today, please provide me with the underlying study demonstrating that there will be a 35 minute average travel time savings including:</p> <ul style="list-style-type: none"> • Specifics of the projected 2041 increase in travel times and current average travel times. • The geographic area used to develop these projections • Specifics of the with/without Bradford bypass scenarios for 2041 used for this prediction 	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, May 4, 2021 1:37 PM To: ██████████ Subject: Bradford Bypass PD/EA: Comment Response</p> <p>Hello ██████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. We thank you for your patience as the Project Team reviews and addresses comments in the order in which they are received. In an effort to minimize the number of responses you receive, we have consolidated your comments.</p> <p>Travel time savings and projections were calculated using the Provincial Greater Golden Horseshoe Model (GGHM) by comparing scenarios with and without the Bradford Bypass corridor in place. This assessment includes various key origin and destination locations within the corridor including municipal centres in the region. The model accounts for population and employment targets by region, as identified in the <i>Places to Grow Act</i>.</p> <p>Scenarios include: Existing Conditions Network, 2041 No Build Scenario, and 2041 Build Scenarios. Travel times under each scenario are calculated and compared to</p>

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						<p>obtain the anticipated travel time savings. To clarify your comment, travel time savings are not an average of 35 minutes, but rather a range between 10-35 minutes. Travel time savings are calculated utilizing the scenarios above based on the time of day and key origin and destination locations identified using an area-wide transportation model (with a 2041 horizon year).</p> <p>For all origin-destination pairs reviewed, the travel time comparison saw an average travel time of approximately 11 minutes with the Bradford Bypass corridor in place and 25 minutes without it, resulting in a net travel time savings of 14 minutes. The study is still on-going and additional information will be shared as the study progresses.</p> <p>The Ontario Ministry of Transportation (MTO) issued the formal notification for Public Information Centre (PIC) #1 for the Project on April 15, 2021. As a stakeholder on the project contact list, you would have received the PIC notification on April 15, 2021. This formal notification and invitation, with information on how to participate in the PIC is now available on the project website and has been published in local area newspapers in advance of the PIC.</p> <p>Please note the first PIC is currently being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials are available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>In addition to formal PICs planned at key design stages, the MTO will continue to undertake consultation and engagement throughout the study. The process is carried out with the intent to keep an open dialogue regarding the goals and objectives of the project and solicit feedback. Consultation opportunities will include meetings with key stakeholders, properties owners, municipalities, regulatory agencies and Indigenous communities.</p> <p>Field investigations to support the EA is on-going through 2020 to 2022. The preliminary impact assessment, design evaluation and selection of the preferred</p>

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						<p>preliminary design will be presented to the public at a future PIC, anticipated for the fall of 2022.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available, and we welcome your participation in the first PIC.</p> <p>If you have any additional comments or questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT225.1	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	RE: Travel times [REDACTED]	03-26-2021	<p>Dear project team</p> <p>It has been over a week and we have received no response. You must have this information readily available as it was provided to York Region Council on March 17th and 18th.</p> <p>In addition to the below please provide the substantiation that the Bradford Bypass specifically would create seven jobs per one million dollars spent and 0.71 of GDP per dollar spent. Please provide a list of the jobs that would be provided and indicate what sectors these would be in, with supporting evidence.</p>	<p>[Response in CT225]</p>
CT225.2	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	Travel Times inquiry follow up- Requesting additional info on public consultations	04-12-2021	<p>Dear Project team,</p> <p>As you may know I represent [REDACTED]. We have had no substantive response to my March 18 email below, nor a copy of the traffic studies your team referenced at the York Region Council meeting. Moreover we see in the East Gwillimbury council minutes from last week that there will be a public consultation later this month running from April 22 to May 6th but there is no other publically available information and those of us who have written to you asking for more information about public consultations have not been informed.</p> <p>Please provide more information on the public consultations that will be occurring later this month. Will they be covering any of the 15 studies or are they just regarding route alignment/refinements?</p> <p>When will public consultations occur on the 15 studies? Will this occur prior to the construction planned in the fall of 2021?</p> <p>[REDACTED]</p>	<p>Response in CT 225</p>

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CT225.3	[REDACTED]	To: Project Team From: [REDACTED]	Email	Inquiry on late response, comment on date of PIC	04-13-2021	<p>Please advise why you are not providing the traffic study to us? If it was complete enough to cite at the March 18 York Region Council meeting and your March 17 York Region Council letter it is complete enough to provide to the public. It seems you are also refusing to provide it to the National observer:</p> <p>Although the government contends the bypass would save drivers up to 35 minutes, [REDACTED] declined to provide the study behind those figures to Canada's National Observer, saying it was still in progress.</p> <p>Why is my March 18 request for this study still "under review by the Bradford Bypass project team"? What is there to review? Please provide the study forthwith.</p> <p>Your consultation is set to commence next week, if people are to have adequate notice that it is occurring they need time to plan to participate, particularly during COVID and school shutdowns, notices should not be sent out only days before.</p> <p>Regards,</p>	Response in CT 225
CT226	[REDACTED]	To: Project Team From: [REDACTED]	Email	Question on construction timeline and exact alignment	03-22-2021	<p>Hello,</p> <p>I was interested in receiving a timeline for the construction of the Bradford bypass and connecting interchange at Leslie Street. Can you also tell me the exact location of the bypass as I own property at [REDACTED]</p> <p>Thank you,</p> <p>[REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Monday, April 26, 2021 11:34 AM To: [REDACTED] Subject: RE: info regarding bypass</p> <p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The project is currently undergoing the Preliminary Design process to refine the design elements approved in 2002 by examining design alternatives within the Study Area, considering environmental constraints and engaging the public for input. The Preliminary Design is anticipated to be completed in early 2023, allowing MTO to further refine the project through Detail Design with the possibility of advancing some components of the project for early construction. Construction of the Bradford Bypass is subject to funding, completion of detail design, and having permits, licenses, approvals, and authorizations in place prior to construction.</p>

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						<p>The alignment of the 2002 EA approved highway and proposed interchanges can be viewed in Exhibit 5-2, plate 10 (Pg. 209) from the Route Planning Study and Environmental Assessment. The Exhibit is available on the Overview Page of the project website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). The proposed design refinement alternatives at Leslie Street can also be viewed in our Public Information Centre (PIC) #1 presentation (https://www.bradfordbypass.ca/2021/04/12/17-leslie-street-interchange/).</p> <p>Refinement of the highway alignment within the study limits and consideration of the highway's proximity to existing and approved developments is underway. The design alternatives can be viewed at Public Information Centre (PIC) #1 which is currently being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT120.1		To: Project Team	Email	Various environmental based questions and question on the exact	03-22-2021	Hi,
*Person has previously commented		From: [REDACTED]				<p>I was wondering if there have been any developments with regards to the bypass project? Specifically, its exact path or travel.</p> <p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, May 4, 2021 1:52 PM To: [REDACTED] Subject: RE: Request for information</p>

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so this is added to their original CT#			alignment of the bypass		<p>I also have some questions:</p> <ul style="list-style-type: none"> - how current are the impact assessments on file in regards to this project, are older ones being used, or will a whole new set be generated? - has the Endangered Species Act been reviewed in regards to this project? - as the Holland River is within the geography of this bypass, and as you are aware this river flows into Lake Simcoe, has there been any outreach to the Indigenous groups, who call the Lake Simcoe home, for their input on this massive project? I would like to discuss this item further..... - overarching all these items, since the last major discussion took place regarding the installation of the bypass, there have been changes to many pieces of legislation which it has to comply with? I guess that is more of a statement than a question. Comments. <p>Finally, not yet knowing the exact path of the bypass, preliminary designs show several residential developments which will be adjacent to it. I do hope that a further discussion can be had about some mitigating steps that can be taken i.e. tree planting / sound dampening / etc.</p> <p>I look forward to your reply.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The planning process for the 1997 EA study narrowed down alternatives from a broad range of potential solutions to the concept ultimately selected as the Technically Preferred Route to a planning level of detail. The study required gathering relevant information with respect to the existing and future conditions in the analysis area so that the impacts (both positive and negative) of each alternative could be compared under different environmental factors. To allow for a satisfactory and comprehensive comparison, information was gathered and grouped under five broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p> <p>The Technically Preferred Route, now the Bradford Bypass corridor under the current Preliminary Design study, was selected through the Route Planning study as the 2002 EA approved preferred alignment for a freeway in terms of highway network expansion, ease of construction, relationship to municipal land use planning, as well as having fewer negative impacts to residential and natural areas when compared to other options considered. As such, alternate locations for the freeway are not being considered as part of this study.</p> <p>Currently, the Approved EA from 2002 is being carried forward for the Bradford Bypass corridor. In August 2019, the Ontario Ministry of Transportation (MTO) approved the re-initiation of design activities for the Bradford Bypass. In advance of the current Preliminary Design assignment, AECOM completed preparatory work relating to the Engineering Design Update for the project, Environmental Existing Conditions Updates and initiated the process for securing Permission to Enter (PTE) for field investigations.</p> <p>The alignment and freeway interchanges from the previous Route Planning Study that received EA approval in 2002 can be viewed in Exhibit 5-2, plates 2 - 10 (Pg. 201 - 209). The Exhibit is available on the Overview Page of the Project Website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and Environmental Assessment Study). The design alternatives can be viewed at Public Information Centre (PIC) #1, which is currently being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design and EA Study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and</p>

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						<p>solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>MTO is currently in the early stages of this Preliminary Design and Class EA Study. As part of the Preliminary Design, various environmental studies are being undertaken to document existing conditions, assess potential impacts, and recommend mitigation measures.</p> <p>For this project, MTO is currently following the approved planning process for a Group 'A' project under the MTO Class Environmental Assessment for Provincial Transportation Facilities. This Preliminary Design will adhere to all relevant new and existing provincial and federal legislation, including, but not limited to, <i>Endangered Species Act</i>, <i>Greenbelt Plan</i>, <i>Heritage Act</i>, <i>Fisheries Act</i>, <i>Species at Risk Act</i>.</p> <p>A list of the environmental studies to address the environmental considerations for the project is presented in the material for PIC #1, including noise impacts, groundwater impact assessments, and drainage and hydrology studies. We encourage you to review the information related to the study process, environmental considerations and environmental protection and mitigation measures for the project. Here is a link to the key considerations in the PIC #1 materials (https://www.bradfordbypass.ca/2021/04/09/6-overall-environmental-considerations-bradford-bypass/), with mitigation measures and study information on subsequent sections of the material.</p> <p>MTO remains committed to fulfilling its duty to consult requirements and will engage with local Indigenous communities and consider their interests in the Preliminary Design.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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							If you have any additional questions, please reach out to the Project Team at your earliest convenience.
CT120.1		To: Project Team From: [REDACTED]	Email	Response to Automatic reply	2021-03-23	Hi, Thank you for your email. OK, I will await a response to my other questions. With regards to the actual path of the bypass, are we able to provide input via these PIC as to course it will take or will that decision already been made when we provide such input?	[Response in CT120]
CT227		To: Project Team From: [REDACTED]	Email	Request to be added to the contact list	03-24-2021	Request to be added to contact list. No other comments.	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Wednesday, March 24, 2021 2:37 PM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT228		To: Project Team From: [REDACTED]	Email	Question regarding timing of the project and expropriation of lands	03-24-2021	Team: Would you be able to tell me when this project should be starting and finishing? Also, when will the MTO be buying or expropriating the land they need for this project. We are being asked to list land that might be affected and would like to be able to Better advise our client. Thank You.	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, May 25, 2021 10:43 AM To: [REDACTED] Subject: RE: Bypass Timing</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The Project is currently undergoing the Preliminary Design process to refine the design elements approved in 2002 by examining design alternatives within the Project Area, considering environmental constraints and engaging the public for input. The Preliminary Design is anticipated to be completed in early 2023, allowing MTO to further refine the project through Detail Design with the possibility of advancing some components of the project for early construction. Construction of the Bradford Bypass is subject to funding, completion of detail design, and having permits, licenses, approvals, and authorizations in place prior to construction.</p> <p>The Ministry will meet with individual land owners prior to Public Information Centre (PIC) #2 (anticipated for Fall 2022) to discuss impacts to individual properties, understand concerns from land owners and identify opportunities to mitigate impacts. The preferred approach is to negotiate in good faith with owners as early as possible to reach amicable agreements for the acquisition of any properties needed to support important infrastructure improvements like this. Expropriation is only used when agreements can't be reached within suitable project timeframes.</p> <p>The Ministry has established an alternate process for receiving comments from property owners about a proposed expropriation and for considering those comments. Under this process, any owner of lands who was served a notice of expropriation is given the opportunity to comment on the proposed expropriation. They can do so by submitting comments about the proposed expropriation to the Assistant Deputy Minister (ADM), Transportation Infrastructure Management Division, within thirty days of receiving the notice.</p> <p>The Ministry will review the comments for their technical/engineering information, having regard to the need for the land for the purposes of the project. A written response will be provided from the ADM to the property owner.</p> <p>Please note the first Public Information Centre (PIC) was hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the</p>

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							<p>preliminary design study. All materials from PIC #1 remain available on the project website.</p> <p>PIC Part 1: The purpose of the first stage 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. The PIC materials were made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team held a PIC Webinar presentation on May 18, 2021 where attendees could learn more about key topics raised during the PIC's review period and receive additional project information. This session was recorded and is available through the project website.</p> <p>We have added you to the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT228		To: Project Team From: [REDACTED]	Email	Question regarding timing of the project and expropriation of lands	03-24-2021	*Response to Auto Response Thank You for your quick response.	*See response above

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CT229	██████████ To: Project Team From: ██████████	Email	Comment on priorities surrounding the environment during COVID-19	03-24-2021	During these trying times, more attention should be paid to preserving our environment, rather than destroying it. Prioritizing necessary projects should be taken into account. ██████████	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Monday, April 26, 2021 11:38 AM To: ██████████ Subject: RE: Bradford Bypass</p> <p>Hello ██████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>Significant population growth is projected for both Simcoe County (increase to 416,000 residents by 2031) and the Regional Municipality of York (increase to 1.79 million residents by 2041). The Bradford Bypass has been proposed as a response to this dramatic growth in population and travel demand in the area and the forecasted increase in congestion on key east-west roadways linking Highway 400 to Highway 404. <i>Places to Grow: Growth Plan for the Greater Golden Horseshoe</i> (2019) enacted by the Government of Ontario identifies and supports planned transportation corridors which are required to meet projected travel demand needs, including the proposed Bradford Bypass.</p> <p>We are currently in the early stages of this Preliminary Design and Class EA Study. In preparation for Preliminary Design, various environmental studies are being undertaken to identify environmental concerns, commitments and recommend mitigation measures. A full list of these environmental studies is provided on the project website (https://www.bradfordbypass.ca/overview/). The findings of these assessments will be discussed at future Public Information Centres (PICs) and documented in reports which will be available for review later in the Study.</p> <p>Please note the first Public Information Centre (PIC) is currently being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p>

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						<p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT176.1	<p>To: Project Team</p> <p>From: [REDACTED] General Public</p>	Email	Questions regarding width of highway and number of interchanges	03-26-2021	<p>Hello,</p> <p>Do you have any graphics that depict the width of the highway, how many lanes and any other features that are currently under consideration?</p> <p>How large are the interchanges (area expected to be taken up) and will any regional/local roads have to be widened to accommodate the interchanges?</p> <p>What is the estimated cost of the Bradford Bypass?</p> <p>Thank you, [REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, May 4, 2021 1:57 PM To: [REDACTED] Subject: RE: Width and Interchanges</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. We thank you for your patience as the Project Team reviews and addresses comments in the order in which they are received. In an effort to minimize the number of responses you receive, we have taken the opportunity to consolidate your comments.</p> <p>We are currently in the early stages of this Preliminary Design and Class EA Study. No updated freeway design information is available at the present time, as these plans are still being developed by the Study Team. However, the alignment and freeway interchanges from the previous Route Planning Study that received EA approval in 2002 can be viewed in Exhibit 5-2, plates 2 - 10 (Pg. 201 - 209). The Exhibit is available on the Overview Page of the Project Website (www.bradfordbypass.ca), under background information (1992-1997 Route Planning and EA Study). The design alternatives can be viewed at Public Information Centre (PIC) #1, which is currently being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design and Class EA Study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The</p>

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						<p>PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>At this time, a cost estimate for the Bradford Bypass has not yet been determined. Following this Preliminary Design Study and the Detailed Design, the project will move into procurement and then construction. To ensure competitive tender bids, the Ontario Ministry of Transportation (MTO) does not publish its project estimates. In order to obtain the best value bid for the project, we only release costs once the procurement process is complete.</p> <p>A proposal to exempt various MTO projects, including the Bradford Bypass, from the requirements of the EA Act has been posted by the Ministry of the Environment, Conservation and Parks (MECP) on the Environmental Registry of Ontario. However, because no regulation prescribing such an exemption has been proposed or enacted, MTO is currently following the approved planning process for a Group 'A' project under the MTO Class EA for Provincial Transportation Facilities (2000). This is in accordance to the Notice of Approval issued for the 1997 EA Report (documenting the EA process for the route selection, right-of-way designation and future commitments for the Highway 400-Highway 404 Link) by the Minister of Environment and Energy on August 28, 2002.</p> <p>Please note that this Preliminary Design will adhere to all relevant new and existing provincial and federal legislation, including, but not limited to, <i>Endangered Species Act</i>, <i>Greenbelt Plan</i>, <i>Heritage Act</i>, <i>Fisheries Act</i>, <i>Species at Risk Act</i>. Please visit the Overview Page of the project website (www.bradfordbypass.ca) for a list of environmental discipline studies that will be carried out during the current preliminary design study.</p> <p>The Project Team is identifying opportunities for early works – Advanced Contracts as part of this project. Some preliminary early works activities that are currently being considered could include: new bridge construction, bridge replacement or expansion, works and utility relocation.</p> <p>Prior to the commencement of any early works, MTO will gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, engage with Indigenous Communities, and document decision-making. MTO will adhere to provincial and federal legislative and permitting processes that apply to the project.</p>

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						<p>Traffic projections utilizing population and employment densities are derived from the Provincial Greater Golden Horseshoe Transportation Model, which takes into account population and employment targets by region, as identified in the <i>Places to Grow Act</i>.</p> <p>Travel time savings of 10-35 minutes are calculated based on the time of day and origin/destination within the limits of the corridor using an area-wide transportation model (with a 2041 horizon year). The model-compared scenarios (with and without the Bradford Bypass corridor in place) for various key origin and destination locations, including municipal centers within the region.</p> <p>Scenarios include: Existing Conditions Network, 2041 No Build Scenario, and 2041 Build Scenarios. The study is still on-going and there is no report to share at this time.</p> <p>Consultation is a key aspect of this Project and is currently ongoing. Following the project re-initiation in 2019, the Project Team issued Permission to Enter (PTE) requests to impacted property owners to undertake required field work.</p> <p>Notice of Study Commencement for this Preliminary Design and Class EA Study was published in the Bradford West Gwillimbury Topic and East Gwillimbury Express on Thursday September 24, 2020. Letters were distributed to the project contact list by mail and email on Wednesday September 23, 2020. Notice of PIC #1 was published in the Bradford West Gwillimbury Topic and East Gwillimbury Express on Thursday April 15, 2021. Notice of PIC #1 letters were distributed via email or physical mail to stakeholders on the project contact list during the week of April 12, 2021.</p> <p>We are currently in the early stages of this Preliminary Design and Class EA Study. In preparation for Preliminary Design, various environmental studies are being undertaken to identify environmental concerns, commitments and recommend mitigation measures. A full list of these environmental studies is provided on the project website (https://www.bradfordbypass.ca/overview/). The findings of these assessments will be discussed at future PICs and documented in reports which will be available for review later in the Study.</p> <p>We have added you to the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

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						<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT176.2	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	Question regarding the EA exemption	03-26-2021	<p>I am very confused by information on your website and answers to questions provided by MOT staff at York Region's Council meeting on March 18. Could you please answer the following questions.</p> <p>1) Through the below ERO posting the Province has clearly indicated that they are proposing to be exempt from Condition 4 of the EA Approval.</p> <p>Proposal to exempt various Ministry of Transportation projects from the requirements of the Environmental Assessment Act. Environmental Registry of Ontario</p> <div data-bbox="615 499 956 679"> <p>Proposal to exempt various Ministry of Transportation projects from the ...</p> <p>We are proposing a regulation to exempt select Ministry of Transportation projects from the requirements of the ...</p> </div> <p>This is understood to mean they would exempt from the below. Is this correct? If not please clarify what the exemption request is required for?</p> <p>The government is proposing a regulation to exempt this project from certain requirements of the Environmental Assessment Act and its notice of approval.</p> <p>The proposed exemption would excuse the proponent, MTO, from Condition 4 of its EA Notice of Approval. As a result, MTO would not need to prepare an ESR or DCR(s), nor complete the associated 30-day consultation period. MTO would also be exempt from other technical design commitments made in the environmental assessment, including the completion of:</p>	<p>[Response in CT176.1]</p>

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					<ul style="list-style-type: none"> a stormwater management plan and groundwater protection plan; a detailed noise report prior to the start of construction; commitments from the EA related to further work such as consultation requirements with agencies, avoidance principles through sensitive areas, and other similar work; and a Stage 3 archaeological assessment. <p>2) The release of the budget earlier this week indicated that early works construction may proceed. A newspaper story from the Bradford Mayor also encouraged early works construction. Can you please clarify what this means, when this might occur and under what authority is the province able to proceed with early works construction?</p> <p>3) Can you please clarify how the time savings of 35m was calculated for a highway that is 16.2 km long?</p>	
CT176.3	<p>██████████</p> <p>To: Project Team CC: ██████████ ██████████ From: ██████████ ██████████</p>	Email	List of consultation activities post August 2019	03-30-2021	<p>Hello,</p> <p>Since this project was re-initiated in August 2019 can you please list consultation activities that have taken place with:</p> <ul style="list-style-type: none"> the public; indigenous groups; local/regional government; other? <p>There is reference about studies that are ongoing to update the EA can you please indicate what studies have started?</p> <p>There is reference that field work/studies has commenced can you please indicate what field work has commenced?</p> <p>Thank you, ██████████</p>	
CT212	<p>██████████</p> <p>To: Project Team From: ██████████ ██████████</p>	Email	Bypass Status & Timing Projections	02/19/2021	<p>Can you please provide me a list of steps and projected timing with a proposed final completed date for this project: ██████████</p> <p>Sent from my iPhone</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Wednesday, April 14, 2021 1:45 PM To: ██████████ Subject: RE: Bypass Status & Timing Projections</p> <p>Hello ██████████</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE																
							<p><i>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</i></p> <p><i>The key project milestones are presented on the project website and will be updated throughout the study. The milestones of the project are generally scheduled as follows:</i></p> <table><tr><td>Notice of Study Commencement</td><td>September 2020</td></tr><tr><td>Permission to Enter and Study Initiation</td><td>September 2020</td></tr><tr><td>Generation and Evaluation of Design Refinements to the Preliminary Design</td><td>2020-2021</td></tr><tr><td>Public Information Centre #1</td><td>Spring 2021</td></tr><tr><td>Selection of Preferred Preliminary Design Alternative</td><td>2021-2022</td></tr><tr><td>Public Information Centre #2</td><td>Fall 2022</td></tr><tr><td>Filing of the Transportation Environmental Study Report (TESR)</td><td>End of 2022</td></tr><tr><td>Preliminary Design Anticipated Completion</td><td>Early 2023</td></tr></table> <p><i>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project, including updates to the project schedule, as it becomes available.</i></p> <p><i>If you have any additional questions, please reach out to the Project Team at your earliest convenience</i></p> <p><i>*See response above</i></p>	Notice of Study Commencement	September 2020	Permission to Enter and Study Initiation	September 2020	Generation and Evaluation of Design Refinements to the Preliminary Design	2020-2021	Public Information Centre #1	Spring 2021	Selection of Preferred Preliminary Design Alternative	2021-2022	Public Information Centre #2	Fall 2022	Filing of the Transportation Environmental Study Report (TESR)	End of 2022	Preliminary Design Anticipated Completion	Early 2023
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Preliminary Design Anticipated Completion	Early 2023																						
CT212 Con't		To: Project Team From:	Email	Bypass Status & Timing Projections	02/19/2021	*Response to automatic reply Thank you Yes pls add me to mailing list Particularly interested in project steps & timing maybe a Gant chart. I was in the environment (engineering) for most of my career and know how long these projects take (EA,PIC etc) to materialise long before construction begins. Appreciate feedback 																	

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CT212.2	██████████ To: Project Team From: ██████████ ██████████	Email	Question on BBP Timelines	03-27-2021	Hi Can you give me a projected timeline for final approval, completed constructed? I appreciate we are looking at years but about how many? ██████████	*Resolved in a phone call Hello ██████████ Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. The project is currently undergoing the Preliminary Design process to refine the design elements approved in 2002 by examining design alternatives within the Study Area, considering environmental constraints and engaging the public for input. The Preliminary Design is anticipated to be completed in early 2023, allowing MTO to further refine the project through Detail Design with the possibility of advancing some components of the project for early construction. Construction of the Bradford Bypass is subject to funding, completion of detail design, and having permits, licenses, approvals, and authorizations in place prior to construction. We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any additional comments or questions, please feel free to reach out to the Project Team at your earliest convenience.
CT212.3	██████████ To: Project Team From: ██████████ ██████████	Phone			*transcribed from message recording Yes its ██████████ calling I sent a couple of emails to the website or email address you provided projectteam@bradfordbypass.ca . In my last email I just asked in terms of a timeline what are we looking at in terms of finishing up a final design as well construction I am just Looking for a horizon how many years are we away. I appreciate that if all the environmental issues have not yet been resolved then its difficult to give that timeline. I would like some idea is it 5 years or just 1 away. If you respond to my email its ██████████ or my phone number is ██████████	04-12-201 ██████████ Called ██████████ twice but he did not answer, left a voicemail indicating we received his message and he can call us back for a response.
CT230	██████████ To: Project Team From: ██████████ ██████████ - General Public	Phone Message	Requesting Call Back	03-29-2021	Hi good morning my name is ██████████ if someone can give me a quick call regarding the Bypass that would be greatly appreciated. My direct number is ██████████ that was ██████████ That is ██████████ ██████████ Thank you very much. Have yourself a great day and well talk to you soon. Take care bye bye.	Record from phone call conversation with ██████████ on 03/29/2021 at 11:40am. ██████████ How far are we from being completed? ██████████ indicated that she cannot speak to an exact date of construction or completion, but the Preliminary Design Anticipated Completion is Early 2023. ██████████ asked when people can get on the highway and start using the bypass. ██████████ re-iterated the information above

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						<p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional comments or questions, please feel free to reach out to the project team at your earliest convenience.</p>
FYI	To: Project Team From: [REDACTED]	Email	Spelling of Bradford West Gwillimbury	03-30-2021	<p>Please note that Bradford West Gwillimbury is spelled without a hyphen. Can you ensure that it is changed in your presentation materials and all other documentation for the project?</p> <p>Thank you, [REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Monday, April 26, 2021 8:48 AM To: [REDACTED] Subject: RE: Bradford Bypass PD/EA: Regional Municipality Meeting Prior to PIC #1</p> <p>Good morning [REDACTED]</p> <p>Thank you for the note regarding the spelling of Bradford West Gwillimbury.</p> <p>The Project Team notes the spelling and will ensure that we use the correct spelling in the future.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT232	█	To: Project Team From: █	Email	Question regarding whether the property falls within the development plan	04-01-2021	To whom it may concern, I have purchased the property located on █ please advise me how the Bradford bypass (404,400 connection) would affect my property. Best regards █	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Thursday, June 10, 2021 10:04 AM To: █ Subject: RE: My property falls in your development plan?</p> <p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>Please find attached the two milestone project notifications for this project. The Notice of Study Commencement was issued during the week of September 21, 2020. Notice of Public Information Centre (PIC) #1 was during the week of April 12, 2021.</p> <p>Thank you for providing us with the information for your new ownership of the █ property. The Ministry is currently assessing potential property impacts and will be in touch with impacted property owners during the study to discuss potential options and next steps.</p> <p>The Ministry will meet with individual landowners through 2021 and 2022 prior to PIC #2 to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts.</p> <p>The Preliminary Design refinements and alternatives were presented during PIC #1 held through the Project Website (https://www.bradfordbypass.ca/pic1/). We encourage you to review the PIC material where you can learn more about the proposed highway alignment near 2980 Yonge Street, as well as the interchange refinement alternatives for the County Road 4 interchange (https://www.bradfordbypass.ca/2021/04/12/15-county-road-4-interchange/). Refinement of the highway alignment within the study limits and consideration of the highway's proximity to existing and approved developments is underway.</p> <p>You have been added to the Project Contact List and you will be notified through email of future PIC #2 and updates for this study.</p>

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							<p>An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT233		To: Project Team From: [REDACTED]	Email	Support for the BBP	04-02-2021	<p>Fantastic much needed project. Can't wait for its completion !</p> <p>[REDACTED]</p> <p>Sent from my iPad</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, April 6, 2021 12:43 PM To: [REDACTED] Subject: RE: Bradford Bypass</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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							The Bradford Bypass Project Team
CT234	█	To: Project Team From: █ █ █	Email	Properties for MTO acquisition	04-06-2021	Good afternoon, We represent a couple of owners in East Gwillimbury who may be interested to sell their lands to MTO for the Bradford Bypass. If this is of interest, kindly contact me to discuss. One property is listed and the other, we are contemplating putting on the market. █. Property 2 is █ Based on the preliminary plans (see enclosed), the bypass takes up a fair bit of these properties. Looking forward to hearing from you, █	Hello █ Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. Thank you for the information regarding the █ properties. The Ministry of Transportation (MTO) is in the process of identifying impacted property parcels as a result of the Bradford Bypass study and will be contacting property owners accordingly to determine next steps. Should MTO wish to purchase either of the properties mentioned above, they will be in touch accordingly.
CT234 Con't	█	To: Project Team From: █ █ █	Phone	Contact information for Properties Above	04-28-2021		On April 28 th , 2021 █ reached out to █ via phone indicating that we were wondering if he would share the contact information for the █. █ indicated he would send the information by email. On April 28 th , 2021 █ issued █ copy of the auto response with information about the PIC and the project team email.
CT234 Con't	█	To					On June 3 rd , 2021 █ reached out to █ to follow up on the contact information for the above properties. █ indicated that he reached out to both property owner and gave them the project team contact information . █ indicated we have not yet heard back from the property owners and asked if █ would feel comfortable sharing the contact information with the team so that we may reach out to them directly. █ indicated that he would need to contact the property owners before giving out their information. █ asked what exactly we need the information for.

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							<p>[REDACTED] indicated it is for Permission to Enter the properties as we are approaching fieldwork season and are hoping to obtain permission to enter.</p> <p>[REDACTED] indicated that the project team can send this request to him by email, and he will forward to the property owners. Brad also inquired about the status of his comments.</p> <p>[REDACTED] agreed to send the information to [REDACTED] and indicated that his comments are with the project team and we are in the process of developing a response to his question.</p> <p>[REDACTED] thanked [REDACTED] and indicated again to send him the information we are looking for so that he may send it to the property owners.</p> <p>[REDACTED] agreed and thanked [REDACTED] for his time.,</p>
CT231 Con't	[REDACTED]	To: Project Team From: [REDACTED] [REDACTED]	Email	Memo tabled for council	04-07-2021	To whom it may concern, Please note that the following memo on the Bradford Bypass will be tabled before Council today. <div style="background-color: black; width: 600px; height: 80px;"></div> Regards,	From: [REDACTED] Sent: Wednesday, April 7, 2021 9:39 AM To: [REDACTED] Cc: [REDACTED] <div style="background-color: black; width: 600px; height: 80px;"></div> Subject: RE: Bradford Bypass and East Gwillimbury Thank you [REDACTED] We appreciate receiving the memo being provided to the East Gwillimbury Council. We have circulated this to MTO for their reference as well. Cheers, [REDACTED]
CT235	[REDACTED]	To: Project Team From: [REDACTED] [REDACTED]	Email	Timing on construction	04-07-2021	Hi, When are they starting construction of this? [REDACTED]	From: projectteam@bradfordbypass.ca < projectteam@bradfordbypass.ca > Sent: Thursday, June 3, 2021 1:11 PM To: [REDACTED] Subject: RE: Highway

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							<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The project is currently undergoing the Preliminary Design process to refine the design elements approved in 2002 by examining preliminary design refinements and alternatives within the Study Area, considering environmental constraints and engaging the public for input. The Preliminary Design is anticipated to be completed in early 2023, allowing MTO to further refine the project through Detail Design with the possibility of advancing some components of the project for early construction. Construction of the Bradford Bypass is subject to funding, completion of detail design, and having permits, licenses, approvals, and authorizations in place prior to construction.</p> <p>The preliminary design refinements and alternatives were presented during Public Information Centre (PIC) #1 held through the Project Website (https://www.bradfordbypass.ca/pic1/). Please review the PIC material to learn more about the preliminary design study.</p> <p>We have added you the Project Contact List and you will be notified through email of future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT236	[REDACTED]	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Support for the BBP	04-07-2021	The project will be another topic to report on if any problems arise.	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Thursday, June 3, 2021 1:19 PM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p>

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		[REDACTED]				As a longtime York Region resident, I support the Bradford Bypass. The highway is long overdue. I also support another 404 extension to Hwy 48 at the very least.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. The Project Team acknowledges and appreciates your expressed support for the Bradford Bypass. At this time, the plan is to refine the 2002 EA approved route planning study. Future extensions beyond the approved corridor (including along Highway 404) are not currently being considered as part of this study.</p> <p>We have noted that you do not wish to be added to the Project Contact list. Should you wish to receive information about the project, please let us know and we will add you to the Project Contact List at that time.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available. The preliminary design refinements and alternatives were presented during Public Information Centre (PIC) #1 and are available on the Project Website (https://www.bradfordbypass.ca/pic1/). Please review the PIC materials to learn more about the Preliminary Design Study.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT237	[REDACTED]	To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Environmental Impacts of the BBP	04-08-2021	<p>Bradford Bypass and Need for Environmental Assessment</p> <p>The Bradford Bypass Highway is a proposed 16.2 kilometre, four-lane controlled access mega highway to connect Highways 400 and 404 located in Simcoe County and York Region in the Greater Toronto Area of Ontario, and adjacent to the south-westerly zone of Lake Simcoe. As a major transportation corridor, it requires a new right of way about 100 metres wide.</p> <p>The project would cross the lake bottom of the ancient Lake Algonquin, in an east-west direction across part of what is now the Holland River Marsh area, one of the most productive specialty crop agricultural areas in the country and one of the largest wetlands in the region. The project will lead to removal of approximately 39 hectares of wildlife habitat and large tracts of one of Ontario's most important</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Thursday, June 10, 2021 10:09 AM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team acknowledges your concerns surrounding adverse effects on storm water and groundwater within the study area. Based on the Preliminary Design of the Preferred Route, a Drainage and Hydrology Assessment and Groundwater Impact Assessment will be completed as part of the study to identify</p>

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						<p>areas of wetlands and farmlands. The devastating impact troubles me as an Ontario citizen.</p> <p>A previous controversial and disputed environmental assessment study under the Ontario Environmental Assessment Act was completed 23 years ago. It concluded that the project would cause adverse effects to aquatic habitat including severe stormwater and groundwater impacts. The environmental assessment did not evaluate the impacts on species at risk, migratory birds or climate change. The study has not been updated and a Bradford Bypass needs a new environmental assessment.</p> <p>The Bradford Bypass Highway proposal has resurfaced again, causing great concern about the negative impacts and impending destruction of farmlands, significant forests, natural areas and wetlands of the Holland River watershed and related healthy rural landscapes. Environmental assessment now must consider new impacts such as biodiversity & climate change.</p> <p>Previously, when the 1997 EA was approved, there was a further provincial EA process and a federal EA process that was required. As a result, the 1997 EA fails to assess the impacts of the project on the areas of federal jurisdiction or to propose adequate mitigation measures. Hence there is a lot of detailed assessment to be done before any formal project decisions are made.</p> <p>Due to the passage of time including the enactment of the federal Species at Risk legislation and Canada's engagement in further international agreements on global response to climate change, the provincial EA is inadequate. It needs to be updated to ensure that there are adequate protections for fish habitat, species at risk and migratory birds. And the project, as it is now proposed, needs to be properly re-assessed in light of Canada's climate change commitments. If this project had proceeded in the early 2000s it would have fallen under the rigour of federal Environmental assessment (EA) requirements and the same should apply today.</p>	<p>potential impacts of highway runoff and stormwater on surface water and groundwater and develop appropriate mitigation measures to protect the Holland River watershed.</p> <p>The Drainage and Hydrology Assessment will be undertaken in accordance with MTO's Environmental Reference for Highway Design (ERHD, 2013) and will include development of a Drainage Report to summarize stormwater management components, hydrologic/hydraulic assessments, proposed mitigation measures and Preliminary Design recommendations for potential stormwater management facilities (e.g. stormwater management ponds). Lake Simcoe Region Conservation Authority (LSCRA) and Nottawasaga Valley Conservation Authority (NVCA) will continue to be consulted throughout the study to maintain alignment with current policies and practices for their respective watersheds.</p> <p>As part of the MTO's ongoing commitment to minimize environmental impacts, MTO is undertaking Class EA studies for: agriculture, air quality, archaeology, cultural and built heritage, contamination and waste management, drainage & hydrology, erosion and sediment control, groundwater, fisheries, fluvial geomorphology, human health, landscaping, land use and property impacts, noise & vibration, terrestrial ecosystems, snow drift, species at risk, and surface water & stormwater management.</p> <p>These 15 environmental studies being carried out for the project are listed on the Project Website and in material presented for Public Information Centre (PIC) #1 (https://www.bradfordbypass.ca/2021/04/09/6-overall-environmental-considerations-bradford-bypass/). The investigations, analysis, assessment and development of mitigation strategies for the project will be documented in the individual environmental technical reports.</p> <p>A review of previous commitments made in the 2002 Approved EA will be carried forward to ensure all approvals and legislative requirements at both the federal and provincial levels are met. The results of the current studies will support the environmental approvals process and the results will be further documented in the EA documentation for the project.</p>

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						<p>I agree with, endorse and support the discussion and recommendations in the letter of Feb. 03, 2021 from Ecojustice to Minister Wilkinson on behalf of over twenty (20) respected environmental not-for-profit groups and community-driven charities who object to this Bradford Bypass, as currently proposed, without a more up to date environmental assessment.</p> <p>The serious concerns for regional environmental health and resilience are also reflected in several fact sheets of pertinent and related environmental information from the bulletins, reports, and websites of Environmental Defence and Rescue Lake Simcoe Coalition, two of the Ecojustice clients, that are referenced in their Feb. 03, 2021 letter to Minister Jonathan Wilkinson.</p> <p>In summary and consistent with the above comments and discussion, it seems that the provincial process for the proposed Bradford Bypass highway project is inadequate for assessing negative impacts or ensuring they are mitigated.</p> <p>As a concerned Ontario citizen and as a York Region resident, I urgently request that this Bradford Bypass Highway project be properly designated pursuant to section 9(1) and/or other applicable sections of the Impact Assessment Act.</p> <p>Respectfully submitted,</p> <p>[REDACTED]</p>	<p>A Transportation Environmental Study Report (TESR) will be completed for the Preliminary Design to document the consultation, transportation and documentation principles under the MTO Class EA process for a Group 'A' project.</p> <p>On May 3rd, 2021, the Minister of Environment and Climate Change Canada announced that the Bradford Bypass Project, did not warrant designation under the federal <i>Impact Assessment Act</i>. The Minister of Environment and Climate Change (MOECC) considered the potential for the Project to cause adverse effects within federal jurisdiction, adverse direct or incidental effects, public concern related to these effects, as well as adverse impacts on the Aboriginal and treaty rights of the Indigenous peoples of Canada. The Minister also considered the analysis of the Impact Assessment Agency of Canada and decided that the provincial EA process was satisfactory to provide a framework to address potential adverse effects of the Project and public concerns raised in relation to those effects. The Minister's full response can be found on the Impact Assessment Agency of Canada website (https://iaac-aec.gc.ca/050/evaluations/document/138881).</p> <p>The Preliminary Design refinements and alternatives were presented during PIC #1 held through the Project Website (https://www.bradfordbypass.ca/pic1/). We encourage you to review the PIC material where you can learn more about the proposed highway.</p> <p>We have added you to the Project Contact List and you will be notified through email of future PIC #2 and updates to this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

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CT225	█	To: Project Team From: █ █	Email	Requesting information on the BBP	03-19-2021	Dear project team, In light of your stated commitment to an open and transparent EA process in your presentation to York Region council today, please provide me with the underlying study demonstrating that there will be a 35 minute average travel time savings including: <ul style="list-style-type: none"> Specifics of the projected 2041 increase in travel times and current average travel times. The geographic area used to develop these projections Specifics of the with/without Bradford bypass scenarios for 2041 used for this prediction 	<i>Draft response for these and other questions are with MTO- April 29th 2021</i>
CT225.1	█	To: Project Team From: █ █	Email	RE: Travel times █ █	03-26-2021	Dear project team It has been over a week and we have received no response. You must have this information readily available as it was provided to York Region Council on March 17 th and 18 th . In addition to the below please provide the substantiation that the Bradford Bypass specifically would create seven jobs per one million dollars spent and 0.71 of GDP per dollar spent. Please provide a list of the jobs that would be provided and indicate what sectors these would be in, with supporting evidence.	<i>[Response in CT225]</i>
CT225.2	█	To: Project Team From: █ █	Email	Travel Times inquiry follow up-Requesting additional info on public consultations	04-12-2021	Dear Project team, As you may know I represent Rescue Lake Simcoe Collation and Simcoe County Greenbelt Coalition. We have had no substantive response to my March 18 email below, nor a copy of the traffic studies your team referenced at the York Region Council meeting. Moreover we see in the East Gwillimbury council minutes from last week that there will be a public consultation later this month running from April 22 to May 6th but there is no other publically available information and those of us who have written to you asking for more information about public consultations have not been informed. Please provide more information on the public consultations that will be occurring later this month. Will they be covering	Response in CT 225

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						<p>any of the 15 studies or are they just regarding route alignment/refinements?</p> <p>When will public consultations occur on the 15 studies? Will this occur prior to the construction planned in the fall of 2021?</p> <p>[REDACTED]</p>	
CT225.3	[REDACTED]	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	Inquiry on late response, comment on date of PIC		<p>Please advise why you are not providing the traffic study to us? If it was complete enough to cite at the March 18 York Region Council meeting and your March 17 York Region Council letter it is complete enough to provide to the public. It seems you are also refusing to provide it to the National observer:</p> <p>Although the government contends the bypass would save drivers up to 35 minutes, Tremblay declined to provide the study behind those figures to Canada's National Observer, saying it was still in progress.</p> <p>Why is my March 18 request for this study still "under review by the Bradford Bypass project team". What is there to review? Please provide the study forthwith.</p> <p>Your consultation is set to commence next week, if people are to have adequate notice that it is occurring they need time to plan to participate, particularly during COVID and school shutdowns, notices should not be sent out only days before.</p> <p>Regards,</p>	Response in CT 225
CT212.4	[REDACTED]	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	Follow up on questions regarding the timing of the bypass	04-12-2021	<p>Thank you</p> <p>Can you give me some timeline projection for this project to completion?</p> <p>I have emailed & telephoned & would like a response</p> <p>[REDACTED]</p>	*See response in CT212

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CT167.1	[REDACTED]	To: Project Team From: [REDACTED]	Email	unclear about how the studies you are currently undertaking are addressed under the new amended Environmental Assessment Act.	04-12-2021	<p>Good evening Bradford Bypass Project Team:</p> <p>The Bradford Bypass official website includes the following information:</p> <p>Ontario Environmental Assessment Act (OEAA) - MTO Class EA Process</p> <p>The Ontario Ministry of Transportation's (MTO) Class Environmental Assessment for Provincial Transportation Facilities (2000) outlines the Environmental Assessment process to be followed for specific groups of provincial transportation projects. The Class Environmental Assessment is approved under the Act and provides a streamlined process for which projects or activities within a defined "class" must follow. Provided that this process is followed, projects and activities included under the Class Environmental Assessment do not require formal review and approval under the Ontario Environmental Assessment Act.</p> <p>Four project groupings within the Class Environmental Assessment (Class EA) have been established for the purposes of guiding consultation and determining the process documentation. Based on the project type, the study advances under one of the following:</p> <ul style="list-style-type: none"> Group "A" - Projects involving new facilities Group "B" - Projects involving major improvements to existing facilities Group "C" - Projects involving minor improvements to existing facilities Group "D" - Activities that involve operation, maintenance, administration and miscellaneous work for provincial transportation facilities <p>The Bradford Bypass is subject to the Class EA as Group 'A' project, following the process for a new facility.</p> <p>For projects subject to the Class EA, the Project Team undertakes an environmental assessment that involves identifying and planning for environmental issues and effects prior to implementing a project. The process allows reasonable opportunities for public involvement in the decision-making process of the project. [emphasis added]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, June 25, 2021 10:17 AM To: [REDACTED] Subject: RE: I'm hoping you can assist me with a question I have.</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>This Study will follow the approved planning process for a Group 'A' project under the MTO Class <i>Environmental Assessment for Provincial Transportation Facilities (2000)</i>. This current version of the MTO Class EA includes information from the original December 23, 1997 version, as well as revisions from the approved Order in Council 1653/99 (October 2, 1999) and July 14, 2000 amendment.</p> <p>With respect to the current proposal for the modernization and amendment of the MTO Class EA that MTO has submitted to the Ministry of Environment, Conservation and Parks (MECP) and the separate proposed exemption regulation should they come into force, the Project would be subject to the regulatory requirements outlined at that time. Additional information related to the Class EA as it relates to this project can be found here: https://www.ontario.ca/page/class-ea-provincial-transportation-facilities.</p> <p>The approved EA (2002) for the Bradford Bypass included proposed mitigation measures and future commitments and is subject to 15 conditions. MECP's proposed regulation would require MTO to fulfill all conditions except Condition 4, which directs MTO to follow the Class EA for Provincial Transportation Facilities during the design and construction of the undertaking. Instead of Condition 4 the new proposed regulation describes assessment requirements for the MTO to ensure strong environmental oversight. The proposed regulation also requires fulfillment of commitments made in the environmental assessment related to further work such as consultation requirements with agencies and submitting an Indigenous Consultation Plan to the ministry.</p>

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						<p>The Class EA documentation is a Transportation Environmental Study Report (TESR), which will be prepared and made available for a 30-day public and agency review period at the completion of the Study. The TERS will document the following:</p> <ul style="list-style-type: none"> • The transportation needs, problems and opportunities; • Existing environmental conditions; • A summary of consultation undertaken throughout the Study • The generation, assessment and evaluation of alternatives within the Study Area; • The preferred alternative(s)/ recommended plan; and, • A summary of potential environmental issues and mitigation measures and environmental commitments to be carried forward through future design stages. <p>Other aspects of the environmental assessment process applicable to these project types are contained in the Class Environmental Assessment for Provincial Transportation Facilities (2000). Readers interested in these matters are encouraged to refer to that document.</p> <p>For related information, please see the following links:</p> <ul style="list-style-type: none"> • Ontario Ministry of Transportation: http://www.mto.gov.on.ca/ • Ontario Environmental Assessment Act: https://www.ontario.ca/page/ministry-environment-conservation-parks • Ministry of Transportation Class Environmental Assessment: http://www.mto.gov.on.ca/documents/english/engineering/Class_EA_2000.pdf <p>The Environmental Assessment Act has undergone a major amendment and I'm having difficulty understanding how it applies to the Bradford Bypass Class EA. The MTO Class EA 200.pdf link takes me to the following MTO document:</p> <p>Class Environmental Assessment for Provincial Transportation Facilities</p>	<p>The Ministry is currently in the early stages of this Preliminary Design and Class EA Study. As part of the Preliminary Design, various environmental studies are being undertaken to document existing conditions, assess potential impacts, and recommend mitigation measures. Detailed impact assessments will be completed to document the specific potential for adverse effects to the natural, socio-economic and cultural environments, including those directly linked to a federal or provincial authority (e.g. <i>Fisheries Act</i>, <i>Endangered Species Act</i>). Relevant provincial and federal agencies will continue to be consulted throughout the Preliminary Design and subsequent design stages to ensure compliance with provincial and federal legislation/policies. The results of these studies will be documented in the environmental assessment documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>A list of the environmental studies to address the environmental considerations for the project are presented in the material for Public Information Centre (PIC) #1, including groundwater impact assessments, and drainage and hydrology studies. We encourage you to review the information related to the study process, environmental considerations and environmental protection and mitigation measures for the project (https://www.bradfordbypass.ca/2021/04/09/6-overall-environmental-considerations-bradford-bypass/).</p> <p>The Preliminary Design refinements and alternatives were presented during PIC #1 held through the Project Website (https://www.bradfordbypass.ca/pic1/). We encourage you to review the PIC material where you can learn more about the proposed highway.</p> <p>Please note that the Project Team is currently preparing a formal response to your comments received on April 30th, 2021 as part of the PIC #1 review period. Please note that PIC #1 concluded on May 18th, 2021. To view the materials from the PIC including a recording of the webinar, please visit the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>As you are already on the Contact List, you will continue to be notified through email of future PIC #2 and updates for this study.</p>

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						<p>Submitted on December 23, 1997 Approved by Order in Council 1653/99 on October 6, 1999 As Amended July 14, 2000</p> <p>My problem is, I looked for Order in Council 1653/99 but it didn't come up when I conducted the following search: https://www.ontario.ca/search/orders-in-council?query=1653%2F99&exact_match=1653%2F99&sort=desc</p> <p>I am also unclear about how the studies you are currently undertaking are addressed under the new amended Environmental Assessment Act.</p> <p>I observed portions of the York Regional Council, March 18 special council meeting. At that meeting representatives of MTO assured council extensive studies were underway and the public would be consulted through one or more public consultation meetings.</p> <p>Could you please explain the current legal status of your studies and when we can expect the first public consultation, which I presume will be in the form of a COVID safe Public Information Meeting.</p>	<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT167.2		To: Project Team From:	Email	Add to contact list	04-14-2021	<p>Please add my name to your email contact list.</p> <p>Thank you.</p>	*See response above
CT238		To: Project Team From:	New Stakeholder Comment Form	Request for the EA Report	04-12-2021	<p>I'd like to receive a copy of the environmental assessment. Would like to know the plans around noise and light pollution, water pollution (highway run off, garbage), impact to habitat (fish, herons, migrating birds, kingfishers, beavers). Is there representation from the lake Simcoe conservation group? Is there no other opportunity for a bypass does that not impact protected green space?</p>	<p>Hello </p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>A copy of the 2002 Approved EA can be found on the Overview page of the Project Website (https://www.bradfordbypass.ca/overview/). As you have been added to the Project Contact List, you will receive a future notification when the Preliminary Design EA document is available for public review.</p> <p>The Ministry is currently in the early stages of this Preliminary Design and Class EA Study. As part of the Preliminary Design, various environmental studies are being undertaken to document</p>

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							<p>existing conditions, assess potential impacts, and recommend mitigation measures. Detailed impact assessments will be completed to document the specific potential for adverse effects to the natural, socio-economic and cultural environments, including those directly linked to a federal authority (e.g. <i>Fisheries Act</i>, <i>Migratory Birds Convention Act</i>, <i>Species at Risk Act</i>, <i>Canadian Navigable Waterways Act</i>). Several Federal agencies (e.g. Transport Canada, Fisheries and Oceans Canada, Environment and Climate Change Canada, etc.) will be consulted throughout the Preliminary Design and subsequent design stages to ensure compliance with federal legislation/policies. The results of these studies will be documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>A list of the environmental studies to address the environmental considerations for the project is presented in the material for Public Information Centre (PIC) #1), including groundwater impact assessments, and drainage and hydrology studies. We encourage you to review the information related to the study process, environmental considerations and environmental protection and mitigation measures for the project. Below is a link to the key considerations in the PIC #1 materials (https://www.bradfordbypass.ca/2021/04/09/6-overall-environmental-considerations-bradford-bypass/), with mitigation measures and study information on subsequent sections of the material.</p> <p>The Project Team will continue to consult and engage with municipalities, environmental agencies, Indigenous communities and concerned stakeholders throughout the Preliminary Design. Consultation is an integral component of the Class EA process and is critical to a project's success. The Project Team will strive to provide consultation opportunities that are inclusive, timely, meaningful and provide stakeholders with the ability to provide meaningful input to the outcome of the study.</p> <p>We have added you the Project Contact List and you will be notified through email of future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs 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.</p>

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							<p>Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT239		To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Request to added to the Contact List	04-13-2021	Request to be added to contact list Indicated vessels using the holland river between 5m to 8m	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Wednesday, April 14, 2021 11:08 AM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT240		To: Project Team From: [REDACTED]	Email	Question regarding noise cancellation methods	04-13-2021	<p>Hi there,</p> <p>As a resident just south of the proposed highway (Queensville Sideroad and Leslie), I was wondering what noise cancellation measures will be taken to not disturb our now quiet neighbourhood once the highway is up and running?</p> <p>Thanks in advance!</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>A Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's <i>Environmental Guide for Noise</i>. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed improvements to the project are expected to increase the ambient noise level by at least five decibels or result in a projected noise level of 65 decibels or more. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide.</p> <p>Construction-related noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>In addition, MTO is continuously finding innovative solutions to address noise mitigation efforts through engineering of pavement materials and structures, which will be factored into the appropriate design phase.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future Public Information Centre (PIC) #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

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							<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT241		<p>To: Project Team</p> <p>From: [REDACTED] Teacher at [REDACTED]</p>	Email	Letters from the grade 8 class regarding why the BBP should not be constructed	04-13-2021	<p>[REDACTED]</p> <p>Hello,</p> <p>Please find attached protest letters composed by my grade 8 students in response to the proposed highway 413 and connecting highway 404 to 400. These letters were written after a lengthy environmental study conducted by my students as to the negative impact of constructing the highways upon the Greenbelt Conservation area and the Holland Marsh.</p> <p>Please take seriously the environmental concerns of these young adults.</p> <p>Thank you.</p> <p>[REDACTED]</p>	<p><i>[Being prepared under separate cover]</i></p>
CT147.1		<p>To: Project Team</p> <p>From: [REDACTED] [REDACTED]</p>	New Stakeholder Comment Form	Discontent with the notice for the PIC	04-14-2021	<p>I filled this form out when you first sent out the notice of study commencement in Sept of 2020. I now see that on the town of EG website a notice of 2 public consultations April 22 and May6, which I never recieved notification of. Why is that when I asked to be notified of such consultations.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team confirms that we received your request to be added to the contact list on October 22nd, 2020 following the Notice of Study Commencement. We can also confirm that your contact information was added to the Project Contact list at that time.</p> <p>On April 15th, 2021, an Ontario Government Notice was published in local newspapers, distributed through Canada Post ad mail, and emailed to those on the contact list for notice of the first Public Information Centre (PIC) for the Bradford Bypass. As part of this notification, an emailed Notice of PIC #1 was sent on April 15th, 2021 to the email address provided as part of your October</p>

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							<p>2020 request [REDACTED] A copy of this notification is enclosed for your reference. If you did not receive this notification, please kindly provide an alternate email address and we will update our Project Contact List appropriately.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT173 Con't	[REDACTED]	To: [REDACTED] From: [REDACTED]	Email	Reports surrounding work near Embee	04-14-2021	<p>Just following up on this and whether reports related to work surrounding the Embee property are available?</p> <p>As well, I won't be able to attend the May 18th 2021 PIC Part 2.</p> <p>I assume the relevant info will be available beforehand, and I can provide any feedback beforehand?</p> <p>[Note: PINs for this property are [REDACTED] and [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>We encourage you to review the Public Information Centre (PIC) material where you can learn more about the proposed highway alignment near the [REDACTED] as well as the interchange refinement alternatives for the County Road 4 interchange (https://www.bradfordbypass.ca/2021/04/12/15-county-road-4-interchange/). Refinement of the highway alignment within the study limits and consideration for the proximity of highway to existing and approved developments is underway. While the official PIC #1 review period has passed, you are still able to provide feedback on the proposed designs at any time and your comments will be part of the consultation record for the study.</p> <p>The Project Team is continuing to conduct field investigations to support this EA study. The results of these investigations will be documented in technical design and environmental reports. Results will be presented at PIC #2 and documented in the Transportation Environmental Study Report (TESR), which will be available for public review. As you are presently on the Project</p>

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							<p>Contact List, you will be directly notified when the TESR is available for review by your organization.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-191.1		To: Project Team From: [REDACTED]	Email	Response to Email	04-14-2021	<p>Hi Bradford Bypass Team,</p> <p>Many thanks for your e-mail and well noted. Looking forward to taking part in the process. Our representative [REDACTED] will reach out on our behalf.</p>	*No response required
PIC 1 Notification (April 15th, 2021)							
CT242		To: Project Team From: [REDACTED]	Email	Request to be added to the CL	04-15-2021	Request to be added to contact list	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period</p>

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							<p>and receive additional project information. Please register through the project website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>
CT243		To: Project Team From: [REDACTED]	Email	Email Update	04-15-2021	<p>Please add this email to your contact list on behalf of MP [REDACTED]</p> <p>[REDACTED]</p> <p>Yours,</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Thursday, April 22, 2021 3:12 PM To: [REDACTED] Subject: RE: Email Update</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The Project Team has added you to the project contact list. You will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the</p>

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							<p>2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>
CT120.2		To: Project Team From:	Email	Checking in on questions	04-15-2021	"For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience"	<i>This comment has been addressed in the March Table and a response will be sent today.</i>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						Just checking in. Has someone been able to review my questions?	
CT225.3		<p>To: Project Team</p> <p>From: [REDACTED]</p> <p>*CC the other people that were sent the OGN</p>	Email	Info on timing of webinar, if info will be available prior to PIC.	04-15-2021	<p>Hello,</p> <p>There is no information at the link about how to register for the May 18 webinar or any details such as the time of the webinar. When and how will these details be provided?</p> <p>Could you clarify why the information from the PIC will only be available for a two week period? If it is not interactive, it is not really necessary to time limit this information is it?</p> <p>Will any information at all on the project or the studies conducted to date be provided prior to the May 18 webinar? Will the traffic studies I have requested numerous times be provided prior to May 18th? Will any of the environmental studies or data be provided prior to the May 18 PIC? Will the Engineering Design update or the Environmental Technical update be provided to the public prior to May 18? What are the "key topics" that will be covered on May 18?</p> <p>Stakeholders cannot give meaningful feedback or participate in a meaningful way if the relevant information is not made available for a reasonable period before the consultation takes place.</p> <p>Regards,</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study, and for participating in the virtual Public Information Centre (PIC) and Webinar session.</p> <p>The first PIC was hosted virtually in two (2) parts through the Project Website where interested stakeholders were able to learn more about the preliminary design study. The two-week review period was instituted to gather feedback from stakeholders on the materials and information presented which would factor into the May 18th, 2021 Webinar presentation. The PIC #1 materials and a recording of the Webinar will remain on the Project Website for the duration of the study and comments on the materials will be accepted at any time.</p> <p>In response to your questions posed at the PIC #1 Webinar, the questions and key themes presented at the 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 (Species at Risk, surface water, groundwater, traffic impacts, etc.) from stakeholder comments and questions and developed the questions and answers to address as many of these themes as possible.</p> <p>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.</p> <p>The Project Team is developing and will provide a formal response to each commenter with information related to their specific question, comment or request. Responses will be provided to individuals who submitted comments during both the virtual PIC review period and the Webinar. We recognized that you have submitted comments during both of these sessions and</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
							<p>will provide a response to your questions in a subsequent response.</p> <p>The Project Team is continuing to conduct field investigations to support the EA study, and development of the design and environmental reports. Study results will be presented at PIC #2 and documented in the Transportation Environmental Study Report (TESR), which will be available for public review. As you are presently on the Project Contact List, you will be directly notified when the TESR is available for review. We look forward to your participation and feedback as study information is made available through meetings, PIC #2 and the TESR.</p> <p>The Project Team will consider minimizing impacts to wetland areas through engineering refinements. Some approaches to mitigation may include design refinements implemented in consultation with regulatory agencies including the LSRCA and NVCA to minimize potential impacts, supplement these refinements and develop appropriate mitigation strategies. Each conservation authority remains a key stakeholder with whom the Project Team will continue to consult throughout the study.</p> <p>We thank you for your continued participation in the Project consultation process and encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available. The Project Team is continuing to review and address comments as they are submitted and will follow up with you on additional questions and comments that you have share with us.</p> <p>We look forward to your continued participation and welcome your questions and comments as the study progresses.</p>
CT084.1		To: Project Team From: [REDACTED]	Email	Information on bridge heights	04-15-2021	<p>Hello , some information required/needed for bradford bypass study area , on bridge heights , if there has been an agreement as of yet , on the east and or west Holland river systems . thank you</p> <p>[REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, June 29, 2021 1:26 PM To: [REDACTED] Subject: RE: Navigation/waterways</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the BradfordBypass Preliminary Design and Class Environmental Assessment (EA) Study.</p>

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							<p>The design and future construction of the bridges for both the Holland River and East Holland River branches will take into consideration navigability and maintaining proper access for watercraft through this location.</p> <p>The Project Team will engage with and consult Transport Canada to design the bridge structures in compliance with the <i>Canadian Navigable Waters Act</i>. As part of this process, the Project Team continues to seek input from members of the public regarding information about the types of vessels in use within the Holland River and Holland River East Branch to better inform the design by understanding the existing navigable function of these waterways. The span of the structure will likely be substantially larger than the river itself to accommodate navigability and environmentally sensitive features. We would appreciate receiving any additional information you may have regarding navigability and the types of vessels being used on these waterways.</p> <p>The Project Team recently hosted a virtual Public Information Centre (PIC #1) on May 18, 2021, which included a two-week stakeholder review/comment period that began on April 22, 2021 and ended on May 6, 2021. The purpose of 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. We encourage you to visit the Project Website (https://www.bradfordbypass.ca/pic1/) where you can review the materials presented including the Webinar recording as well as feedback received during the PIC # 1 review period.</p> <p>You are presently on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

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							<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT028.1		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	Contact info Change	04-15-2021	<p>Good afternoon,</p> <p>Can you please remove [REDACTED] from your project distribution list, as we manage Waterloo/Brantford/Hamilton/Halton areas.</p> <p>As integration between legacy [REDACTED] continues to evolve, the process was changed last year. All requests should be sent directly to [REDACTED] the individuals monitoring this mailbox review and send request to the appropriate individual around the province who manages specific area for review and response. If work falls between both legacy areas, Enbridge mark-ups will compile information and forward a consolidated response.</p> <p>Thanks,</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Thursday, April 22, 2021 3:26 PM To: [REDACTED] Subject: RE: [External] 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</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The Project Team has made note of the changes to contacts for Enbridge.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p>

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							<p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT087.1		To: Project Team From: Property Owner	Email	Requesting Access to PIC Materials	04-15-2021	<p>To the Bradford Bypass Team,</p> <p>*Please note that the CC function was used as opposed to BCC in your communication to all stakeholders associated with the Bradford Bypass.</p> <p>I am the owner of [REDACTED]</p> <p>In your email you mention that PIC materials will be made available for a two week period between April 22 and May 6th. If these materials have been circulated to any existing stakeholder, whether in whole or in part, kindly forward a link to them for more immediate review. Also, if you could provide a link to where these materials are to be posed online, that would be greatly appreciated. You did not clarify if there are to be posted in the consultation portion of the website or the specific web address within that section of the communication.</p> <p>Thank you, [REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Thursday, June 3, 2021 1:28 PM To: [REDACTED] Subject: RE: 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</p> <p><i>*This person was issued the apology email</i></p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The materials for Public Information Centre (PIC) #1 were not circulated to stakeholders in advance of the public review period; however, Indigenous communities were able to view the PIC #1 material during and advanced session on the morning of April 22, 2021, prior to the open session for the public.</p> <p>All of the materials included in the PIC can be viewed on the Project Website here: https://www.bradfordbypass.ca/pic1/. The PIC materials will remain on the Project Website for the duration of this study.</p>

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							<p>You are presently on the Project Contact List and you will be notified through email of future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PIC's will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience</p>
CT016.1	[REDACTED]	To: Project Team From: [REDACTED]	email	CC mistake	04-15-2021	From: [REDACTED] Sent: Thursday, April 15, 2021 2:29 PM To: projectteam@bradfordbypass.ca Subject: Re: 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	*This person was issued the apology email & closed
CT113.1	[REDACTED]	To: Project Team From: [REDACTED] General Public	Email	Interchange at Yonge Street	04-15-2021	From: [REDACTED] Sent: Thursday, April 15, 2021 4:50 PM To: [REDACTED] Cc: projectteam@bradfordbypass.ca; [REDACTED] [REDACTED]	From: projectteam@bradfordbypass.ca < projectteam@bradfordbypass.ca >< b=""> Sent: Tuesday, June 29, 2021 1:31 PM To: [REDACTED] Subject: RE: 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 ><>
						Hello [REDACTED]	Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. We understand your comment regarding "the intersection at Yonge Street" to be asking about a highway interchange between

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						<p>Subject: Re: 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</p> <p>Any updates on adding the intersection at Yonge Street? There are a lot of new subdivisions coming up at Yonge Street.</p> <p>Regards, [REDACTED]</p>	<p>the proposed Bradford Bypass and Yonge Street, also called County Road 4.</p> <p>The Preliminary Design refinements and alternatives were presented during Public Information Centre (PIC) #1 held through the Project Website (https://www.bradfordbypass.ca/pic1/). We encourage you to review the PIC material where you can learn more about the proposed highway alignment near Yonge Street, as well as the interchange refinement alternatives for the County Road 4 interchange (https://www.bradfordbypass.ca/2021/04/12/15-county-road-4-interchange/).</p> <p>The Ontario government 2021 Budget allocated funding for the Bradford Bypass early works, which includes a grade separation at County Road 4/Yonge Street.</p> <p>Prior to the commencement of any early works, the ministry is still required to gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous peoples, and document decision-making. Other provincial and federal legislative and permitting processes would still apply.</p> <p>You are presently on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

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CT115.1	█	To: Project Team From: █	Email	Time of the PIC	04-15-2021	thanks. what time is the meeting on May 18? link is provided, but not the time. Best, █	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, June 29, 2021 1:38 PM To: █ Subject: RE: 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</p> <p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>Information related to the May 18th Webinar for Public Information Centre (PIC) #1 was posted on the Project Website and links were provided to register to the Webinar. If you were unable to attend the Webinar, we encourage you to view the recording, which can be found through the link here: https://www.bradfordbypass.ca/consultation/</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT244	█	To: Project Team From: █ General Public	Email	New Stakeholder Comment Form Entry	04-15-2021	Add to contact list	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p>

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							<p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT245		To: Project Team From: [REDACTED] General Public	Email	New Stakeholder Comment Form Entry	04-15-2021	Add to contact list	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Thursday, April 22, 2021 3:59 PM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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							<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>
CT246		To: Project Team From: [REDACTED] General Public	Email	New Stakeholder Comment Form Entry	04-15-2021	Add to contact list	<p>From: projectteam@bradfordbypass.ca projectteam@bradfordbypass.ca Sent: Thursday, April 22, 2021 4:02 PM To: [REDACTED] Subject: RE: Include on mailing list</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the</p>

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							<p>Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>
CT247		To: Project Team From: [REDACTED] General Public	Email	New Stakeholder Comment Form Entry	04-16-2021	Add to contact list	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Thursday, April 22, 2021 4:05 PM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p>

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							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 .
CT248		To: Project Team From: [REDACTED] Project Support for Telecon	Email	Telus infrastructure in the area	04-16-2021	Telus has no underground infrastructure in your area of study.	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, June 8, 2021 3:49 PM To: [REDACTED] Subject: RE: 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 Telus 2021-1945</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The Project Team acknowledges your comments regarding the location of utilities in the project study area. Thank you for providing this information.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (https://www.bradfordbypass.ca/) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

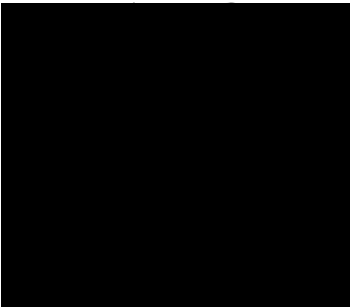
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							<p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>
CT249	█	To:Project Team From: █ PTE Property Owner	Email	How will my property be affected?	04-16-2021	<p>Our land is comprised of approximately █ of farmed land. Our interest is whether the proposed route would involve potential expropriation of part of our land to make way for the proposed highway.</p> <p>█</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, June 29, 2021 1:52 PM To: █ Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Ontario Ministry of Transportation (MTO) is currently assessing potential property impacts and will be in touch with impacted property owners during the study to discuss potential options and next steps. MTO will meet with individual landowners prior to Public Information Centre (PIC) #2 to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts.</p> <p>Where appropriate and there is an identified need, the MTO has begun the process of acquiring lands from willing sellers. With respect to the purchase of properties, it is the MTO's preferred approach is to negotiate in good faith with owners as early as possible to reach amicable agreements for the acquisition of any properties needed to support important infrastructure improvements like this. Expropriation is only used when agreements can't be reached within suitable project timeframes.</p> <p>You are presently on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
							<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you would like to speak to members of the Project Team regarding specific questions and concerns regarding your property, please let us know and we can arrange a time to meet with you.</p>
CT187.1		To: Project Team From: [REDACTED]	Email	Add to contact list	04-16-2021	<p>To whom it concerns, Can you please add me to the contact list for the Bradford Bypass Preliminary Design Study. My email is: [REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Thursday, April 22, 2021 4:18 PM To: [REDACTED] Subject: RE: Contact List for Bradford ByPass Preliminary Design Study</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period</p>

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							<p>and receive additional project information. Please register through the project website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT107 *Carried over from previous comment	█	To: Project Team From: █ General Public	Email	BBP is too close to residential areas	04-18-2021	<p>Dear Project team,</p> <p>Thank you for your information, we just have some concerns about the distance between the existing residential area and the express way.</p> <p>It is too close to the current occupied residential area, from the map, the distance between the Crossland Blvd and the planed route of the express way is less than 200 meters and there is a school is under construction between express way and residential area, it is too close.</p> <p>Can planners please move the express way several hundreds meters north further></p> <p>Thank you!</p> <p>█</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, June 29, 2021 1:56 PM To: █ Subject: RE: 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</p> <p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team acknowledges your concerns regarding the construction of the freeway and the potential impact on residential homes and the future school. As part of this EA Study, 15 environmental studies are being undertaken to identify and evaluate potential impacts of the Project and recommend mitigation measures to reduce these impacts. These studies will include, but not limited to, a Noise Impact Assessment, Air Quality Impact Assessment, Property Impact Assessment, Land Use Factors Assessment, and Human Health Assessment, which will all evaluate potential impacts of the freeway on adjacent landowners. The results of these investigations will be</p>

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							<p>summarized in technical design and environmental reports, which will be available for public review later in the study.</p> <p>Refinement of the freeway alignment within the study limits and consideration of the freeway's proximity to existing and approved developments is underway, and minor alignment shifts may be considered as part of this study. However, the location of the Bradford Bypass corridor was selected during the 2002 Approved EA study in consideration of a number of factors, and therefore, alternative locations for the freeway are not being considered.</p> <p>We encourage you to review the material presented as part of Public Information Centre (PIC) #1 where you can learn more about the proposed freeway alignment near Crossland Boulevard area (https://www.bradfordbypass.ca/2021/04/09/8-general-design-refinements/). The Project Team will take into consideration concerns raised through public consultation and factor those into the selection of Preliminary Design refinements and alternatives. Furthermore, we will work closely with the Town of Bradford West Gwillimbury and Simcoe County regarding potential impacts, mitigation strategies and design refinements where appropriate.</p> <p>You are presently on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience</p>
CT250		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	Add to contact list	04-18-2021	<p>Hi, I live in the study area related to the Bradford Bypass. Could you please add me to the mailing list for updates on the project.</p> <p>Thank you [REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, April 23, 2021 9:49 AM To: [REDACTED] Subject: RE: Mailing list - Bradford Bypass</p> <p>Hello [REDACTED]</p>

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							<p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT251		To: Project Team From: [REDACTED] - <i>President and Director of Planning at Innovative Planning Solutions</i>	New Stakeholder Comment Form	Representing land owners in the area of the BBP	04-18-2021	<p>I am the planning consultant representing landowners within Community Plan Area 5 within the Bradford Settlement Area. The proposed bypass will run directly through this area and will impact a number of property owners.</p> <p><i>[Community Plan Area 5 (aka Special Policy Area 8) shown below]</i></p> 	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team notes your concern regarding the location of the Bradford Bypass relative to Community Plan Area 5 within the Bradford Settlement Area. As we understand, Community Plan Area 5 is identified as Special Policy Area 8 under the new Bradford West Gwillimbury Official Plan (March 2021) and is located in the vicinity of County Road 4/Yonge Street, north of the proposed Bradford Bypass. The Project Team notes that this area has been identified for future urban development and a secondary plan is being developed under the current Official Plan review. We would appreciate receiving proposed development plans on lands overlapping and adjacent to the 2002 EA Approved right-of-way for the Bradford Bypass.</p> <p>The Ministry will meet with individual landowners through 2021 and 2022 prior to Public Information Centre (PIC) #2 to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts. If you are interested in speaking to the Project Team regarding specific questions related to your property or development plans as it relates to the Bradford Bypass, please let us know and we can discuss your specific questions and concerns.</p> <p>The Preliminary Design refinements and alternatives were presented during PIC #1 through the Project Website (https://www.bradfordbypass.ca/pic1/). As part of this discussion we encourage you to review the available PIC material, including the preliminary highway alignment information in proximity to Special Policy Area 8 and interchange refinement alternative for the County Road 4 interchange (https://www.bradfordbypass.ca/2021/04/12/15-county-road-4-interchange/). Refinement of the highway alignment within the study limits and consideration for the proximity of the highway to existing and approved developments is underway.</p> <p>As you may be aware, the Ontario government 2021 Budget allocated funding for the Bradford Bypass early works, which includes a grade separation at County Road 4/Yonge Street.</p>

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CT252		<p>To: Project Team</p> <p>From: [REDACTED] Farm Policy Analyst Ontario Federation of Agriculture (OFA)</p>	Email	Add to contact List	04-19-2021	<p>Good morning, I would like to be placed on the contact list for this project. Thanks,</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period</p>

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							<p>and receive additional project information. Please register through the project website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience</p>
CT253		<p>To: Project Team</p> <p>From: [REDACTED] Senior Policy Advisor County of Simcoe</p>	Email	Add to contact List	04-19-2021	<p>Please keep me informed of this study.</p> <p>Thank you,</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p>

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							<p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience</p>
CT209 *CT number carried over from previous comment		To: Project Team From: [REDACTED] Chair Lake Simcoe Watch	Email	Government approving financial cost	04-19-2021	<p>Hi Project Team,</p> <p>Thanks for your message. I have one question for clarification.</p> <p>Is the Government of Ontario planning to approve this project before it has an estimate of its financial cost?</p> <p>[REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, June 29, 2021 2:09 PM To: [REDACTED] Subject: RE: Lost farmland</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Ontario Ministry of Transportation (MTO) may advance certain components of the Project. The decision on what components to advance and when, is evaluated by MTO based on need, feasibility and available funding. Prior to the commencement of any early works, MTO is still required to gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous peoples, and document decision-making. Other provincial and federal legislative and permitting processes would still apply.</p> <p>As you may be aware, the Ontario government 2021 Budget allocated funding for the Bradford Bypass early works, which includes a grade separation at County Road 4/Yonge Street.</p> <p>You are presently on the Project Contact List and you will be notified through email of the future Public Information Centre (PIC) #2 and updates for this study. An Ontario Government</p>

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CT254	█	<p>To: Project Team</p> <p>From: █ Environmental Consultant</p>	Email	Add to contact List	04-19-2021	<p>... of stakeholders who wish to receive information about the Bradford Bypass project. thank you! █</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p>

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							<p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience</p>
CT022 *CT number carried over from previous comment	█	To: Project Team From: █ General Public	Email	Email CC Issue	04-19-2021	<p>So...</p> <p>Who did you give my email to? And what steps are being taken to ensure those recipients do not use or forward my email to others?</p> <p>This is a pretty aloof notification to a fairly serious breach of trust.</p> <p>█</p>	<p>** Received the apology response</p> <p>Hello █</p> <p>Thank you for reaching out to the Project Team regarding your concern.</p> <p>As part of the Notice of Public Information Centre #1 an email was sent out in error to a small group of recipients where the email addresses were not confidential. Your email address was part of this group which represents a small number of the broader contact list. Each person in your email group received the same notification in response on April 19, 2021 to the accidental data breach.</p> <p>We sincerely apologize for this error and have taken steps to ensure this will not happen again. The Project Team's duty and obligation to protect your privacy is a high priority for communication protocols for the project.</p> <p>If you would like to speak to a member of the Project Team about your concerns, please let us know how best to reach you and we can connect with you by phone.</p>
CT255	█	To: Project Team From: █ General Public	Email	Time and How to join the PIC	04-19-2021	<p>Hi,</p> <p>I am looking to attend the PIC part 2 on May 18th but can't find info about what time it's at or how/where to attend. Can you please provide it?</p> <p>Thanks,</p> <p>█</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>Information related to the May 18th Webinar was posted on the Project Website and links were provided to register to the Webinar. If you were unable to attend the Webinar, we</p>

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							<p>encourage you to view the recording, which can be found through the link here: https://www.bradfordbypass.ca/consultation/</p> <p>If you would like to be notified through email of the future Public Information Centre (PIC) #2 and updates for this study, we would be happy to add you to our Project Contact List. For your name to be added, please confirm your first and last name and email address. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT256		To: Project Team From: [REDACTED]	Email	Questions about the PIC and info included	04-19-2021	<p>Hello Bradford Bypass Project Team,</p> <p>We hope that this email finds you and your loved ones safe & well during this time.</p> <p>We heard about the Public Information Centres happening in the next month and we are looking for some more information.</p> <p>What time is the webinar on May 18 and how people can sign up to attend? Will there be an opportunity to ask questions?</p> <p>In describing the process in the Notice of PIC, it states that upon study completion a Transportation Environmental Study Report (TESR) will be prepared and be available for a 30-day public review period. Are we correct in understanding that the province is currently proposing an exemption to this part of the process?</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, June 29, 2021 2:16 PM To: [REDACTED] Subject: RE: Public Information Centre on May 18</p> <p>Hello,</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>Information related to the May 18th Webinar for Public Information Centre (PIC) #1 was posted on the Project Website and links were provided to register to the Webinar. If you were unable to attend the Webinar, we encourage you to view the recording, which can be found through the link here: https://www.bradfordbypass.ca/consultation/</p> <p>The Ministry of Environment, Conservation and Parks (MECP) has been considering the results of consultation on a regulatory proposal (https://ero.ontario.ca/notice/019-1883) for a</p>

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						<p>If this is correct, will there be another opportunity for public engagement or will this be the only opportunity for public input?</p> <p>Will input at the PICs be restricted only to the preliminary design refinements?</p> <p>We are hoping to share information about the PIC with folks in the community and there is not much to go on in the Notice so we would appreciate any and all additional information that someone would need to attend and meaningfully participate.</p> <p>Finally, we read in the media that in a meeting with York Region Council, the team cited a study that concluded there would be a 10-35 minute savings in travel time with the Bradford Bypass, but we cannot find any information about this online. Can you please provide information about this study and any information about current travel patterns and times?</p> <p>Thank you for your commitment to a transparent process that engages with today's residents and community members.</p> <p>In gratitude, [REDACTED]</p>	<p>streamlined process to complete the EA for Bradford Bypass, tailored to the specifics of the Project and the procurement and delivery models planned. The regulation, if approved, will still require the Ontario Ministry of Transportation (MTO) to gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous peoples, and document decision-making. Other provincial and federal legislative and permitting processes would still apply. Please refer to MECP for details on the regulatory proposal.</p> <p>The Project Team will continue to consult and engage with municipalities, environmental agencies, Indigenous communities and concerned stakeholders throughout the Preliminary Design of the Bradford Bypass. Consultation is an integral component of the Class EA process and is critical to a project's success. The Project Team will strive to provide consultation opportunities that are inclusive, timely, meaningful and provide stakeholders with the ability to provide meaningful input to the outcome of the study. Engagement and consultation may include:</p> <ul style="list-style-type: none"> Access to general information and consultation through the Project Website (www.bradfordbypass.ca); Access to general communication through Project Telephone Line (1-877-247-6036); Inclusion on the Project Contact List to receive regular project updates and to ensure that the correct individuals may be consulted by the Project Team; Receive email communications and contact the Project Team through a dedicated Project email address (ProjectTeam@bradfordbypass.ca); Receive project specific Mailings and notifications (via physical mail or email); Newspaper advertisements; Two PICs throughout the study (in-person or virtual); and, Indigenous community information centres, and meetings and correspondence with Chiefs and Councils, or their delegates, as requested. <p>Travel time savings and projections were calculated using the Provincial Greater Golden Horseshoe Model (GGHM) by comparing scenarios with and without the Bradford Bypass corridor in place. This assessment includes various key origin and</p>

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							<p>destination locations within the corridor including municipal centres in the region. The model accounts for population and employment targets by region, as identified in the <i>Places to Grow</i> Act.</p> <p>Scenarios include: Existing Conditions Network, 2041 No Build Scenario, and 2041 Build Scenarios. Travel times under each scenario are calculated and compared to obtain the anticipated travel time savings. Travel time savings are calculated utilizing the scenarios above based on the time of day and key origin and destination locations identified using an area-wide transportation model (with a 2041 horizon year).</p> <p>You are presently on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT209.1 *CT number carried over from previous comments		To: Project Team From: ██████████ General Public	Email	Anticipated completion date	04-20-2021	<p>Yeah its ██████████ I had sent a couple of emails and I am not sure if someone had returned a call. Just looking for a timeline on when this project would be completed in terms of the construction etc. so I realize it's a few years away but just looking for what is being projected as far as completion on this project so I look forward to your call or you can email, you do have my email is ██████████ look forward to hearing from you thank you bye.</p>	<p>██████████ called ██████████ on 04-20-2021 indicated he would call back tomorrow morning gave ██████████ her work phone # so ██████████ can call her directly instead of the project team number which goes to voicemail.</p>
CT209.2		To: ██████████ From: ██████████	Voicemail	Gantt Chart for the Project	04-22-2021	<p>Hi ██████████ its ██████████ thanks for your call the other day. I don't suppose you could send me, you probably have a Gantt chart on this project which of course you would outline all the different proposed steps and the proposed timing my email address is ██████████ I have</p>	<p>██████████ called ██████████ back on April 22nd at 2:53pm. asked ██████████ if he had received the email we sent on April 17th that had a table with proposed project milestones. ██████████ indicated he did not have the email. ██████████ sent the email to ██████████ again.</p>

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						sent some emails so you should have that address anyways. Anyways if you could send that, that would give me a better idea of what the timing is. Anyways if you can give me a shout at [REDACTED] that would be great thank you.	[REDACTED] asked why the project was delayed [REDACTED] indicated priorities for different governments have changed, so it was delayed in the past. [REDACTED] asked what happens after the preliminary design. [REDACTED] indicated she cannot speak to what exactly will happen after, however that could be when building is initiated. [REDACTED] indicated it would be a few more years before construction. [REDACTED] agreed with his statement [REDACTED] asked [REDACTED] if he had any additional questions. [REDACTED] said he did not [REDACTED] indicated [REDACTED] can email or call if he has any further questions, [REDACTED] said thank you for the information.
CT209.3	[REDACTED]	To: Project Team From: [REDACTED]	Email	Gantt Chart for the Project	04-22-2021	Thank You [REDACTED]	
CT257	[REDACTED]	To: Project Team From: [REDACTED] - General Public	Email	Timeline for project	04-20-2021	Good afternoon Can you please confirm what this project involves and what the timeline will be to proceed? Will it be dependent on the approval of the overall bypass project, or is it designated to be completed regardless of the bypass status? Thank you. [REDACTED]	From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, June 29, 2021 2:20 PM To: [REDACTED] Subject: RE: Re 400/9th line structure replacement Hello, Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. The Bradford Bypass is a new 16.2 kilometre, controlled access freeway connecting Highway 400 and Highway 404 in the Regional Municipality of York and County of Simcoe. The main components of the Project include: <ul style="list-style-type: none"> Proposed full and partial interchanges at County Road 4, Bathurst Street and Leslie Street; Proposed grade separated crossings at intersecting municipal roads and watercourses; and, The project will include two river crossings over both the Holland River and Holland River East Branch. The first Public Information Centre (PIC) was recently held through the Project Website https://www.bradfordbypass.ca/pic1/ . We encourage you to

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							<p>review the PIC material where you can learn more about the study and the proposed highway alignment.</p> <p>The Preliminary Design and EA is anticipated to be completed in early 2023, allowing the Ontario Ministry of Transportation (MTO) to further refine the Project through Detail Design. Construction of the Bradford Bypass is subject to funding, completion of detail design, and where applicable, securing the necessary permits, licenses, approvals, and authorizations prior to construction.</p> <p>MTO may advance certain components of the Project development.</p> <p>As part of the EA process, any early works will be required to satisfy the applicable provincial and federal legislative requirements and MTO will secure the necessary permits, licences, approvals or authorizations to undertake the work. Prior to the commencement of any early works, MTO will gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, engage with Indigenous Communities, and document decision-making.</p> <p>As you may be aware, the Ontario government 2021 Budget allocated funding for the Bradford Bypass early works, which includes a grade separation at County Road 4/Yonge Street.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

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CT258	█	To: Project Team From: █ █ General Public	Email	Positive feedback	04-20-2021	I'm very happy and excited about the bypass. It will save travel time and reduce emissions from vehicles. Hope it gets built quickly Thanks and have a great day! █	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, April 23, 2021 11:07 AM To: █ Subject: RE: Bradford Bypass feedback</p> <p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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							<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT259	█	To: Project Team From: █	Email	Positive Feedback	04-20-2021	<p>I live in the area and I know that you might hear a lot of flack from people against this project as only the objectors seem to voice their opinion but I am hear to say that I live in the area and I approve of the 400-404 link. I think this will be used by a lot of residents and non residents to connect between these two vital highways.</p> <p>█</p> <p>Sent from my iPhone</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, April 23, 2021 11:12 AM To: █ Subject: RE: Opinion</p> <p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p>

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CT260		To: Project Team From: ██████████ General Public	Phone	Add to mailing list- requesting a call back	04-20-2021	<p>Hi there, my name is ██████████ last name spelt ██████████ my address is ██████████</p> <p>██████████ Id like to be put on the mailing list if you can give me a call back when you have a chance that is ██████████</p> <p>██████████ I would appreciate it.</p>	<p>██████████ called ██████████ on May 21st 2021. ██████████ indicated he would be added to the contact list and asked if he had any further questions.</p> <p>██████████ asked about the timeline for the project.</p> <p>██████████ indicated the preliminary design is anticipated to be completed in 2023.</p> <p>██████████ said thank you and indicated he had no further questions.</p>
CT261		To: Project Team From: ██████████ General Public	New Stakeholder Comment Form	Add to contact list, comment on connecting Ravenshoe	04-20-2021	<p>Why are you not just joining line 12 with Ravenshoe. That would be the easiest solution in my mind.</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Thursday, June 3, 2021 1:38 PM To: ██████████ Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello ██████████</p>

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							<p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The planning process for the 2002 Approved EA narrowed down alternatives from a broad range of potential solutions to the concept, ultimately selected as the Technically Preferred Route to a Planning level of detail. The study required gathering relevant information with respect to the existing and future conditions in the analysis area, so that the impacts (both positive and negative) of each alternative could be compared under different environmental factors. To allow a satisfactory and comprehensive comparison to be made, information was gathered and grouped under five broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p> <p>Alternate corridor locations for the freeway are not being considered as part of this study as the Technically Preferred Route for the Bradford Bypass was approved through the 2002 EA. This preferred alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to municipal land use planning, as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>The purpose of the proposed Bradford Bypass is to improve connectivity to the region as well as to provide capacity to accommodate future demand in the region. The new freeway will relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and support urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404.</p> <p>Significant population growth is projected for both Simcoe County, with an estimated increase to 416,000 residents by 2031; and the Regional Municipality of York estimated increase to 1.79 million residents by 2041. The Bradford Bypass has been proposed as a response to this dramatic growth in population and travel demand in the area, and the forecasted increase in congestion on key east-west roadways linking Highway 400 to Highway 404. The "2019 Places to Grow: Growth Plan for the Greater Golden Horseshoe" enacted by the Government of Ontario identifies, and supports planned transportation corridors</p>

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							<p>that are required to meet projected travel demand needs, including the proposed Bradford Bypass.</p> <p>The preliminary design phase will include refinements to the Technically Preferred Route based on various factors, including an updated traffic demand assessment and current environmental impact assessments. As part of that refinement, the Project Team is actively engaged with local municipalities, regions, agencies and Indigenous communities for consultation on the design. The results of these consultations will be incorporated into the Ministry's preliminary design study and presented to the public at key design stages.</p> <p>Alternatives for the proposed design are available within the Public Information Centre (PIC) #1 materials on the Project Website (https://www.bradfordbypass.ca/pic1/). These alternatives outline proposed routes and interchanges to be used for the bypass.</p> <p>We have added you to the Project Contact List and you will be notified through email of future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT262		To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Add to contact list	04-20-2021	Add to contact list	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, April 23, 2021 11:03 AM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p>

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							<p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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							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 .
CT263		To: Project Team From: [REDACTED]	Email	Questions on timing of the webinar	04-20-2021	<p>To Whom It May Concern,</p> <p>I'm hoping to tune into the PIC webinar concerning the Bradford highway 400/404 bypass on May 18th. I'm about to add the event to my calendar but I note that the newsletter which I received in the mail today does not include a start time for the webinar session. The website does not list the start time either.</p> <p>Could you please confirm the start time for this session? If you could include it on the website as well, I'm sure that would be appreciated by other interested parties.</p> <p>Many Thanks, [REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, May 18, 2021 1:28 PM To: [REDACTED] Subject: RE: PIC Webinar</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: Comment period April 22 to May 6, 2021 (Complete). PIC materials remain on the website for reference.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 starting at 7pm EST, where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website and/or the link below:</p> <p>https://us02web.zoom.us/join/wn_F50APO2bQHmVqHeizAA64Q</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

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CT185.1 *Carried over from previous comment		<p>To: Project Team</p> <p>From: [REDACTED] Manager Office of Economic Development Bradford West Gwillimbury</p>	Email	Comments from the Economic Development advisory committee	04-20-2021	<p>Good Evening,</p> <p>Nice presentation tonight from your group. Quick question...we have an Economic Development Advisory Committee meeting every month and Council wanted to give an opportunity for this group to provide comment on this project through a resolution to Council. If we can't discuss this until their next meeting scheduled for May 26th, Council cannot put forward the resolution at their next meeting held June 1. This looks like it would be outside of the commenting period (May 6?). Wondering if you can confirm. Thank you.</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Wednesday, May 26, 2021 11:55 AM To: [REDACTED] Subject: RE: Follow up to BWG Council Presentation</p> <p>Good morning [REDACTED]</p> <p>Thank you for taking the time to speak with a member of the Bradford Bypass Project Team [REDACTED] today. As discussed, comments will be accepted at any time throughout the study. Comments submitted outside of the PIC #1 comment period (April 22 - May 6, 2021) will be accepted and recorded as part of the general consultation for the project.</p> <p>As discussed Corporate Services may send along their resolutions at any time to the Bradford Bypass Project Team Email (ProjectTeam@BradfordBypass.ca). These will be tracked as part of our consultation record and a response will be provided.</p> <p>If you have any additional comments or questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT185.2		<p>To: Project Team</p> <p>From: [REDACTED] Manager Office of Economic Development Bradford West Gwillimbury</p>	Voice mail			<p>Hello there [REDACTED] calling from Bradford economic development office. I did leave an email last night in regards to an application you made to our council last night. Wonderful job, I just have a quick question as we have a committee and council wanted to get a resolution through them as input into the project and I am just wondering about the timing of it. It doesn't look like we are not going to be able to meet with this group until late May and based on what I am seeing on the website and through your circulation it looks like the commenting period for the PIC 1</p>	<p>*See response above</p>

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						goes from April 22 nd to May 6 th I just need some confirmation on that if you have give me a quick call. If I can submit comments after that date which would likely come by June 1 st that is our next available council. If I can submit comments by June 1 st please let me know 289-231-3829 Thank you.	
CT264		To: Project Team From: [REDACTED] General Public	New Stakeholder Comment Form	Add to CL	04-20-2021	Add to contact list	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, April 23, 2021 11:17 AM [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p>

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CT265		To: Project Team From: [REDACTED] General Public	Email	Add to CL	04-20-2021	<p>Please send available information to [REDACTED]</p> <p>Thankyou [REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, April 23, 2021 11:21 AM To: [REDACTED] Subject: RE: Additional Information</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p>

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CT266		To: project Team From: [REDACTED] General Public	New Stakeholder Comment Form	Add to CL	04-20-2021	Add to CL	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, April 23, 2021 11:23 AM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p>

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							<p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>
CT267		To: Project Team From: [REDACTED] General Public	Email	Add to CL	04-21-2021	<p>Please add me to the project mailing list:</p> <p>[REDACTED]</p> <p>Thank you.</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, April 23, 2021 11:31 AM To: [REDACTED] Subject: RE: Project Mailing List</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period</p>

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							<p>and receive additional project information. Please register through the project website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>
CT268		<p>To: Project Team</p> <p>From: [REDACTED] Owner of Gearhead Country Radio</p>	Email	Add to CI comment on traffic on Albert Road	04-21-2021	<p>It will improve things . Being on Mount Albert Rd , the traffic is hectic in the morning , as well as the afternoon rush . The long overdue bypass is essential</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, April 23, 2021 11:40 AM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p>

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							<p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>

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CT269		To: Project Team From: [REDACTED]	Email	Add to contact list	04-22-2021	We own a [REDACTED] to the [REDACTED] of the proposed bridge location and would like to be kept informed regarding how this will effect our business operations, both during the construction process and after as the river access is critical to the operation of the company and over 60 boats that we provide docking for.	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Thursday, June 3, 2021 1:47 PM To: [REDACTED] Subject: RE: Mailing list</p> <p>Hello,</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>Preliminary design of the highway and bridge structures is currently underway. The design and future construction of the bridges will take into consideration navigability and maintaining proper access to the Holland River and Holland River East Branch. The Project Team is also actively engaging with Transport Canada to design the bridge structures in compliance with the <i>Canadian Navigable Waters Act</i>. Transport Canada will be consulted throughout the study to maintain required navigability throughout construction and operation. As part of this process, we are seeking input from members of the public regarding information about the types of vessels in use within the Holland River and Holland River East Branch to better inform the design by understanding the existing navigable function of these waterways. We would appreciate receiving any additional information you may have regarding navigability, by providing us with the following information about your vessels:</p> <p>Type of vessel used:</p> <ul style="list-style-type: none"> • Canoe/Kayak length • Commercial vessels 8 m length • Motorized Boats <5 m • Motorized Boats 5 m to 8 m • Motorized Boats > 8 m • Other type (please provide written details) <p>The preliminary design refinements and alternatives being developed under the current Preliminary Design and Class EA Study were presented during Public Information Centre (PIC) #1 held through the Project Website</p>

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							<p>https://www.bradfordbypass.ca/pic1/). Please review the PIC material where you can learn more about the proposed highway alignment, interchanges and structure designs.</p> <p>We have added you the Project Contact List and you will be notified through email of future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT270		To: Project Team From: [REDACTED]	Email	New Stakeholder Comment Form	04-22-2021	Send communications by post mail	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, April 23, 2021 12:09 PM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the preliminary design refinements as compared to the 2002</p>

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							<p>approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the preliminary design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT239.1 *CT Carried over from previous comment		To: Project Team From: [REDACTED]	Email	Email	04-22-2021	<p>Hello</p> <p>This highway will be very close to homes especially on Yonge street. How to you plan on running a highway right beside peoples homes who have spent millions.</p> <p>Also the world is changing to working from home and this will be a future trend now that everyone sees it is possible so why build a highway that may not be used much in the future.</p> <p>[REDACTED]</p> <p>Sent from my iPhone</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, June 29, 2021 2:24 PM To: [REDACTED] Subject: RE: Bypass Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team acknowledges your concern regarding the construction of the freeway and the potential impact on residential homes. As part of this EA Study, 15 environmental studies are being undertaken to identify and evaluate potential impacts of the Project and recommend mitigation measures to reduce these impacts. These studies will include, but not limited to, a Noise Impact Assessment, Air Quality Impact Assessment,</p>

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							<p>Property Impact Assessment, Land Use Factors Assessment, and Human Health Assessment, which will all evaluate potential impacts of the freeway on adjacent landowners. The results of these investigations will be summarized in technical design and environmental reports, which will be available for public review later in the study.</p> <p>The Ontario Ministry of Transportation (MTO) will also work directly with individual property owners regarding direct impacts to their property as a result of the proposed project. Individual meetings will be held between the Project Team and directly impacted property owners to discuss property-specific concerns and establish next steps.</p> <p>The purpose of the proposed Bradford Bypass is to improve connectivity to the region as well as to provide capacity to accommodate future demand in the region. The new freeway will relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and support urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404.</p> <p>Significant population growth is projected for both Simcoe County, with an estimated increase to 416,000 residents by 2031; and York Region estimated increase to 1.79 million residents by 2041. The Bradford Bypass has been proposed as a response to this dramatic growth in population and travel demand in the area, and the forecasted increase in congestion on key east-west roadways linking Highway 400 to Highway 404. The "2019 Places to Grow: Growth Plan for the Greater Golden Horseshoe" enacted by the Government of Ontario identifies, and supports planned transportation corridors that are required to meet projected travel demand needs, including the proposed Bradford Bypass and to address the expected long-term travel demand in the area.</p> <p>You are presently on the Project Contact List and you will continue to be notified through email of the future Public Information Centre (PIC) #2 and updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p>

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							If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.
CT071.2		To: Project Team From: [REDACTED]	Email	Email	04-27-2021	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: April 26, 2021 11:25 AM To: [REDACTED] Subject: RE: MTO Bradford Bypass Design - [REDACTED]</p> <p>Hello [REDACTED]</p> <p>We are following up on the request you indicated during a phone call on March 10th, 2021 with [REDACTED]</p> <p>We understand you were hoping to obtain contact information for a person with the name [REDACTED]. There is no one currently employed by the Ministry or AECOM with this name, and as such we do not have contact information for this individual at this time.</p> <p>If you have any additional comments or questions, please feel free to reach out to the project team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	<p>Hello [REDACTED]</p> <p>Appears that the [REDACTED] Highway 400 and Bradford Bypass Interchange Plan and Profile Drawing set we obtained from our Client may have been previously prepared on behalf of the Town of Bradford West Gwillimbury?</p> <p>No further action required.</p> <p>Thank you.</p>
CT271	[REDACTED]	To: Project Team From: [REDACTED] PTE Property Owner	Email	Noise Pollution Liter	04-30-2021	<p>Hi, My name is [REDACTED] and I live at [REDACTED]. I live on the [REDACTED] and the By-Pass is [REDACTED] from my house.</p> <p>I have a major concern about the noise pollution considering Queensville side road is further from me than the bypass and I hear that street.</p> <p>I'm also concerned about liter.... What steps are in place that address these points??</p> <p>Thank you</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, June 29, 2021 2:31 PM To: [REDACTED] Subject: RE: Home Owner</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p>

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							<p>Based on the Preliminary Design of the Preferred Route, a Noise Impact Assessment will be completed as part of the study to identify potential impacts and recommend mitigation measures/future commitments.</p> <p>The Noise Impact Assessment for the Preliminary Design of the Preferred Route will be undertaken according to the Ontario Ministry of Transportation (MTO) Environmental Guide for Noise (October 2006) (Noise Guide). Noise mitigation consideration is given to receptors that experience an increase in noise levels compared to the "no-build" alternative or predicted noise levels are over a given threshold. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide. Noise mitigation options during construction considers the type/operation of equipment, hours of operation or proximity of equipment to Noise Sensitive Areas (NSAs). The technical and economic feasibility of various alternatives of noise mitigation options such as timing constraints, setback distances, quieter alternatives are evaluated prior to selection of a noise mitigation option. Further details are available in MTO's Noise Guide.</p> <p>Littering is prohibited under Section 180 of the <i>Highway Traffic Act (1990)</i>. MTO has contractors to remove litter along freeways to help keep it clean and free of litter.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. We thank you in advance for the signed Permission to Enter (PTE) forms and look</p>

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							forward to continued communication with you throughout the study.
CT271-Cont		To: Project Team From: [REDACTED] PTE Property Owner	Email	PTE Forms	05-10-2021	Good Morning, Attached are the signed forms [REDACTED]	Hello [REDACTED] We are confirming receipt of the signed PTE form. Thank you for your assistance and permission. Prior to field investigations, you will be contacted 3-5 days in advance. If you have any questions moving forward, please feel free to reach out to the Project Team at your earliest convenience. We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Sincerely,

Public Information Centre #1 - Consultation Record

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CT-PIC1-001		To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Pollution of Waterways	04-22-2021	<p>*add to CL</p> <p>Each person is concerned about environmental impact. At this time, a learning situation about efforts to protect natural flora and fauna. Prevent soil erosion or other factors that can pollute existing waterways.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges your concerns regarding environmental impacts related to the natural environment, soil erosion and impacts to waterways.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of studies in accordance with EA and current legislative requirements.</p> <p>Studies being undertaken to address constraints and potential impacts to natural flora and fauna include: Fish and Fish Habitat Existing Conditions and Impact Assessment, including aquatic species at risk; Terrestrial Ecosystems Existing Conditions and Impact Assessment (including an assessment of vegetation and vegetation communities, wildlife and wildlife habitat, species at risk and designated natural areas); Drainage and Hydrology studies; Fluvial Geomorphology; groundwater impact assessments; and landscape design. These studies, along with an erosion and sediment control risk assessment, and waste and contamination studies will inform design decisions as they relate to erosion, scour and water quantity and water quality constraints.</p> <p>A complete list of EA studies is presented on the Project Website, with engineering and environmental studies outlined in the PIC #1 material. Please refer to the following areas:</p> <ul style="list-style-type: none"> https://www.bradfordbypass.ca/2021/04/08/3-refinements-and-alternatives-evaluation-process/ https://www.bradfordbypass.ca/2021/04/09/6-overall-environmental-considerations-bradford-bypass/ <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

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							<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-002		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	Impacts of Construction on Well water	04-22-2021	<p>To Whom It May Concern:</p> <p>I would like to be part of the mailing list and any updates.</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>I am concerned about my water well and if the the Highway construction will alter my water coming from my well. [REDACTED]</p> <p>Thanks</p> <p><i>[Property is located [REDACTED] impacts to their well are unlikely]</i></p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>As part of the Preliminary Design and EA study, a door-to-door well assessment of all properties that are within a 500 m radius of the construction area will be completed. As part of this assessment, homeowners would potentially receive a letter and questionnaire that will provide AECOM with a brief history/information of any water well(s) on your property. As part of this questionnaire, homeowners will be asked if they would like AECOM to come to the property (with COVID protocols) and test the rate of flow, take pictures of the well and collect an untreated groundwater sample for analysis against drinking water standards. This assessment can help to form a baseline of your water well condition prior to construction activities, this could potentially result in further monitoring/samples taken during and after construction of the new highway.</p> <p>Based on the Preliminary Design of the Preferred Route, a Drainage and Hydrology Assessment and Groundwater Impact Assessment will be completed as part of the study to identify potential impacts of highway runoff and stormwater on surface water and groundwater and develop appropriate mitigation measures to protect the Holland River watershed.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

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							<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-003		To: Project Team From: [REDACTED]	Email	Construction Timeline	04-22-2021	<p>Assuming the current time-line is unchanged, what are anticipated construction start and completion dates.</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Preliminary Design for the overall Bradford Bypass project is anticipated to be completed in early 2023. Detail Design and Construction will follow, subject to funding and approvals.</p> <p>The Project Team is also identifying opportunities for early works – Advanced Contracts as part of this project. Some preliminary early works activities that are currently being considered could include: new bridge construction (excluding watercourse crossings), bridge replacement or expansion, and utility relocation. As you may be aware, the Ontario government 2021 Budget allocated funding for the Bradford Bypass early works, which includes a grade separation at County Road 4/Yonge Street.</p> <p>Prior to the commencement of any early works, MTO is still required to gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous Communities, and document decision-making. Other provincial and federal legislative and permitting processes would still apply.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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							If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.
CT-PIC-1-003.1		To: Project Team From: [REDACTED]	Email	Construction Timeline	04-23-2021	Now I am concerned. Do you have a working timeline? Is it a secret? What is there to consider? You must be working with timeline. Please provide this simple detail.	* See response above
CT-PIC-1-004		To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Recommendations on the Design Alternatives	04-22-2021	<p>Comments about PIC materials:</p> <p>PIC #1 PG 9 I think "Refinement Alternative 2 – Tangent Transition East of River Crossing" is the most appropriate. The geometry of the other alternative seems odd and unnecessary to me. I ultimately agree with the realignment of the highway 150m to the south as displayed in the PIC materials regardless of which alternative is chosen.</p> <p>PIC #1 PG 10 I think "Refinement Alternative 1 – Alignment Shift To The North" is more suitable. An alignment flare requires a wider ROW in comparison to an alignment shift. Also, the eastbound roadway would be in between (and in close proximity to) the two adjacent hydro towers. The realignment shift to the north by 50m as shown in the PIC materials makes more sense as it offers the same level of service, yet minimizes additional ROW required. I ultimately agree it is not worth relocating the hydro towers.</p> <p>PIC #1 PG 12 I think "Highway 400 Refinement Alternative 3 - Directional Ramps Without Basketweave" is the best option. I don't think the basketweave is necessary as shown in Alternatives 1 & 2. c (Although, the diagrams do appear to show that auxiliary lanes will appear)</p> <p>PIC #1 PG 14 I am in support of Alternatives 1 or 3. The removal of the S-E/W at Queensville Sideroad would be detrimental to the community, and I think it would result in unacceptable traffic operations, as motorists would be forced to divert to Leslie Street and Woodbine Avenue. I also think that the proposed S-E/W ramp in Alternative 4 is not necessary, and would require not only a significant amount of</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges and appreciates your detailed feedback and preferences on the refinement alternatives presented and the PIC material. We will consider these comments as the study progresses through Preliminary Design.</p> <p>The Preliminary Design and Environmental Assessment of the Bradford Bypass includes proposed interchanges at County Road 4, Bathurst Street and Leslie Street. These interchange locations were identified in the 2002 Approved EA which were developed, evaluated, and selected through the evaluation process.</p> <p>The traffic demand assessment carried out as part of this study confirmed the locations of the proposed interchanges would serve the provincial needs. Interchange configuration refinements at the proposed locations within the Study Area are being considered during the current study based on 5 broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p> <p>It is noted that municipalities within the Study Area of the Bradford Bypass have generated Official and Transportation Master Plans based on the proposed Bradford Bypass as per the approved EA (2002) in order to address traffic demand as a result of population and employment growth projections. As a result, the Project Team will continue to engage municipalities and will support future municipal interchange initiatives.</p>

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						<p>ROW acquired, but also a partial redesign of the carpool lot at Queensville Sideroad. Whether Alternative 1 or 3 is chosen should depend on whether the W-S ramp is 1 or 2 lanes wide. If it is only 1 lane, I would think that Alternative 3 is the most logical. If the ramp is 2 lanes wide, Alternative 1 makes more sense. Regardless of this, it would not matter to me whether Alternative 1 or 3 is chosen.</p> <p>PIC #1 PG 15 The proposed Parclo A4 interchange design is great, except that the S-E ramp should begin after the intersection with the W-N/S ramp. This is for two reasons: -The current design does not allow adequate distance/space for traffic turning LEFT onto County Road 4 from the 8th Line and for traffic travelling on Barrie Street, continuing north onto County Road 4, to merge over to the right lane and access the S-E ramp onto the new highway (especially with the E-N slip lane currently in place at the County Road 4 / 8th Line intersection). -This northerly shift in the S-E ramp entrance to beyond the intersection with the W-N/S ramp can allow the potential construction of a carpool lot in the southeast corner of the interchange area (outside of the S-E ramp, NOT in between the S-E ramp and the freeway). A final note: the section of County Road 4 between the 8th Line and the E-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, provided that a carpool lot is constructed as previously mentioned.</p> <p>PIC #1 PG 16 I think Alternatives 1 or 2 are good options, although I have a moderate preference of Alternative 2. The realigned entrance of the marina in Alternative 3 is unnecessary as neither the marina entrance road, or Bathurst Street north of the new bypass have/would have enough traffic to warrant such a connection. If it is determined that Hochreiter Road is required to be rebuilt for property access, Alternative 1 should be chosen, and the new Hochreiter Road would connect with Bathurst Street adjacent to the realigned marina entrance, as approved in the 2002 EA. If it is determined that Hochreiter Road DOES NOT need to be reconstructed, Alternative 2 should be carried forward. The section of Bathurst Street that the bypass would intersect does not have a lot of truck traffic, and it has an amount of traffic</p>	<p>This Preliminary Design study will include the consideration of carpool lots within the proposed highway corridor. Several considerations will be identified when determining the feasibility, and if applicable, the location of a potential carpool lot. The Project Team will continue to assess the feasibility of incorporating carpool lots in the next design phase.</p> <p>At this time, a decision on the name of the proposed new highway has not been made.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

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						<p>where roundabouts are best suited. The construction of roundabouts would increase the flow of traffic, would optimally serve the required and more popular traffic movements, and would reduce vehicular gas emissions. I have a final detail that is not very significant, but is worth noting. The south roundabout could be constructed as a "dogbone" roundabout rather than a typical roundabout, since the northern section of the "circulatory roadway", between the north and southbound lanes of Bathurst is redundant.</p> <p>PIC #1 PG 17 I do not think the Leslie Street interchange should be built as a Parclo A2 because of additional property impacts, and that a potential left turn lane onto the N/S-W ramp would be better suited south of the intersection and onto the bridge, as opposed to north of the ramp. Instead, the interchange should retain the original design as approved in the 2002 EA, and/or as shown on PG 10 of this PIC.</p> <p>Miscellaneous Comments: An interchange should be constructed at the 10th Sideroad/County Road 54, as the Town of BWG has already requested. This new interchange would relieve pressure on the County Road 4 interchange, and would better serve nearby industrial lands, and new residential development. Since the time the original EA/design studies were conducted, rapid suburban growth has occurred on the west end of Bradford.</p> <p>A carpool lot should be constructed at County Road 4 as previously mentioned. This would be beneficial, as residents from Innisfil and South Barrie could meet here with Bradford residents, and carpool to Downtown Toronto, and the eastern Greater Toronto Area via the new Bradford Bypass and Highway 404. Residents in Bradford close by to this carpool lot could also walk/bike (provided that a sidewalk is constructed 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.</p>	

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						<p>Bathurst Street should be assumed as a Regional Road by York Region between Queensville Sideroad and the new interchange upon completion and opening of the new highway.</p> <p>Although I assume that highway numbering is irrelevant to this study, the most logical highway numbering in my opinion would be Highway 488.</p> <p>I hope to see this proceed, as it would benefit the communities within the project area, as well as the greater region. I am excited to see what is next for this project!</p> <p>--- Would you like to be added to the mailing list? ---</p> <p>Yes (please provide email address above)</p>	
CT-PIC1-005		To: Project Team From: [REDACTED]	Email	Will my property be affected by the proposed BBP?	04-22-2021	<p>Was looking at the latest drawing of where the 404 will extend through and am curious if those houses that are included in that circle for the proposed interchange at Yonge and 8th line will be affected by this bypass?</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Circles drawn on maps/figures (such as the Study Area map shown at the following link: https://www.bradfordbypass.ca/2021/04/02/1-project-overview/) were developed to highlight the location of refinement areas along the Bradford Bypass corridor and do not represent right-of-way (ROW) limits of the proposed highway, within which the highway will be designed and constructed. The proposed refinement alternative for the County Road 4/Yonge Street interchange can be viewed as part of the PIC materials (https://www.bradfordbypass.ca/2021/04/12/15-county-road-4-interchange/) which show the approximate locations/orientations of the interchange ramps within the ROW. Please refer to the legends on the mapping which identify the line-type for the ROW limits.</p> <p>MTO will work directly with individual property owners regarding direct impacts to their property as a result of the proposed project. Individual meetings will be held between the Project Team and impacted property owners to discuss property-specific concerns and establish next steps.</p>

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							<p>We have added you the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-006		To: Project Team From: [REDACTED]	Email	Proximity to a residential neighborhood	04-22-2021	<p>I am hoping to obtain greater detail on the planned location of the bypass between the 8th line and 9th line (from Yonge to 10th sideroad).</p> <p>I would like to know how far back the planned roadway will be with respect to the residential subdivision [REDACTED]</p> <p>Any details would be appreciated.</p> <p>Thanks, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The centerline or 'middle' of the BBP will be approximately [REDACTED] from the edge of the right-of-way. The proposed alignment of the Bradford Bypass between 10th Sideroad and Yonge Street/County Road 4 is best shown in the Professor Day Drive refinement alternative presented on the General Design Refinements page of the PIC materials (https://www.bradfordbypass.ca/2021/04/09/8-general-design-refinements/). Refinement alternative 1 proposes a slight northerly shift of the highway alignment, creating more separation between the highway and developed lands to the south of the highway right-of-way, compared to the 2002 Approved EA alignment.</p> <p>As you may be aware, the Ontario government 2021 Budget allocated funding for the Bradford Bypass early works, which includes a grade separation at County Road 4/Yonge Street.</p> <p>We have added you the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area.</p>

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							<p>Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-007		To: Project Team From: [REDACTED] General Public	Email	Add to CL	04-22-2021	<p>Hello,</p> <p>My wife and I would appreciate being added to the Mailing List for information about the 400-404 Link between Bradford West Gwillimbury and East Gwillimbury?</p> <p>Looking forward to attending the PIC Webinar presentation on May 18, 2021!</p> <p>Take care, staysafe,</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

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							<p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>
CT-PIC1-007.1		To: Project Team From: [REDACTED] General Public	New Stakeholder Comment Form	Support for the BBP	04-28-2021	<p>This project will improve the delivery of my organization's programs and/or services. Considering that I focus my business efforts between the Towns of Bradford West Gwillimbury, East Gwillimbury, Newmarket, the 400-404 Link will cut my travel time down thereby reducing my emissions from my car/truck, reducing fuel consumption thus, helping to improve the environment. Until Fuel Cell Electric Vehicles become available in the market, I am going to continue to drive my Internal Combustion Engine Vehicles. The infrastructure for Electric Vehicles just isn't there yet! Despite the Climate Change Fanatics, the Oil & Gas Industry is here to stay, with Wind & Solar Energy coming on board from Companies in the Oil & Gas Industry to add to their products & services but, this won't happen by 2030 like the Climate Change Fanatics think, it will take until 2100 before the Renewable Energy Sector compliments the Oil & Gas Sector.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. The Project Team acknowledges and appreciates your expressed support for the Bradford Bypass. Thank you for providing additional information on how this project will benefit your organization.</p> <p>Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>We have added you the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>Thank you again for your support and we look forward to your future participation in this study. As part of this, we encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-008		To: Project Team From: [REDACTED]	Email	Proximity to a residential neighborhood Noise Impacts	04-22-22	<p>Hi there, there has been anticipation and also concern regarding the bypass amongst the [REDACTED] neighbors, organization and a consensus has been started, a few major concerns are constant and common in our meetings.</p> <p>[REDACTED] has previously attended our property to discuss and photograph concerns regarding tree canopy, proximity of bypass to existing homes be a worry and the dated/out of current code sound barrier fence wall that currently is existing. The overall feeling amongst households is a concern that the bypass will be</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p>

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						<p>too close and will destroy current habitat in the fields and trees behind, and also a major concern is noise levels.</p> <p>How close will this bypass be to our homes? What is being planned to reduce noise levels? What are the plans to conserve the tree line?</p> <p>As a representative for concerned Wyman neighbors, please contact me via email or phone.</p> <p>██████████ ██████████ ██████████</p>	<p>The centerline or 'middle' of the BBP will be approximately 50-60m from the edge of the right-of-way. The proposed alignment of the Bradford Bypass and interchange refinement alternative at County Road 4/Yonge Street can be viewed as part of the PIC materials (https://www.bradfordbypass.ca/2021/04/09/8-general-design-refinements/). This image shows the approximate location of the alignment and interchange ramps in proximity to the Wyman Crescent subdivision to the south. Refinement alternative 1 proposes a slight northerly shift of the highway alignment, creating more separation between the highway and developed lands to the south of the highway right-of-way, compared to the 2002 Approved EA alignment.</p> <p>A Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's <i>Environmental Guide for Noise</i>. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barrier walls, where the proposed improvements to the Project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted as part of the design, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide. Construction-specific noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>In addition to current guides and best management practices, MTO is continuously finding innovative opportunities to address noise mitigation through engineering of various types and enhancements of pavement materials and pavement structures which will be factored into the appropriate design phase.</p> <p>The Project Team will work closely with municipalities, the MECP, the MNRF, and Conservation authorities to discuss mitigation and potential requirements for overall benefit measures to the landscape surrounding the Bradford Bypass, as a result of potential impacts to the natural environment, including woodlots and tree lines.</p> <p>As part of this Preliminary Design study, MTO will develop a preliminary landscape plan for the refined alternative through consultation with local municipalities and regulatory agencies. The landscape plan will address both municipal and natural environmental requirements and provide preliminary landscaping mitigation, compensation or enhancements within the project</p>

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							<p>corridor to support the Ministry's mandate towards meeting climate change and sustainability requirements.</p> <p>The highway and landscape design will be a collaborative process where the public and community members play an important role. We welcome your input and feedback on the preliminary landscaping design, which will be considered along with design considerations from environmental studies and engineering design elements. Environmental studies document existing conditions and land uses to develop appropriate recommendations for the conceptual landscape plan. The plan will be fully integrated with design components, including interchanges, bridges/culverts, stormwater management, and the main highway corridor. Landscaping is further integrated as part of environmental mitigation in sensitive natural and cultural heritage areas, considers aesthetics within various communities, and provides plantings that benefit snow drift and noise mitigations.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you and members of your community to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-009		To: Project Team From: [REDACTED]	Email	Recommendations on the Design Alternatives	04-22-2021	<p>Good evening,</p> <p>I read about the public consultation for the project in the Newmarket Today and offer three suggestions.</p> <p>I support [REDACTED] suggestion to change the name of the project from "Bradford Bypass" to "400-404 Link".</p> <p>The project includes five interchanges at Highway 400, County Road 4 (Yonge Street), Bathurst Street, Leslie Street and Highway 404. Grade-separated crossings are planned for 10th Sideroad,</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges and appreciates your detailed feedback and preferences on the PIC materials and the refinement alternatives presented.</p>

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						<p>Professor Day Drive and Artesian Industrial Parkway/CN Rail line in Bradford.</p> <p>I suggest the Leslie Street interchange be relocated west to the second concession. Twenty years ago, the Leslie interchange made sense. Today second concession is an excellent arterial road. East Gwillemerry is growing significantly between Leslie and Yonge.</p> <p>The four lanes on Second concession should be extended from Mount Albert Rd. to the new link. Second concession is about half-way between the Bathurst interchange and the Link-404 interchange.</p> <p>This interchange would relieve the growing traffic on Green Lane and provide excellent access to central Newmarket from the Link. It also would reduce growing traffic on Yonge that will increase between Bathurst and Green Lane.</p> <p>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.</p> <p>If users of the new link are going to Newmarket, they are likely to go to 404 and go south and exit at Green Lane or Davis. The second concession interchange would positively impact traffic flow in these areas.</p> <p>In addition it is desirable to include the building north side of the interchange at Mullock in the project, otherwise, traffic will increase on Davis west bound and Leslie south bound.</p> <p>Thank you for the opportunity to comment.</p> <p>Best regards,</p> <p>██████</p>	<p>At this time, a decision on the name of the proposed new highway has not been made.</p> <p>The Preliminary Design and Environmental Assessment of the Bradford Bypass includes proposed interchanges at County Road 4, Bathurst Street and Leslie Street. These interchange locations were identified in the 2002 Approved EA which were developed, evaluated, and selected through the evaluation process.</p> <p>The traffic demand assessment carried out as part of this study confirmed the locations of the proposed interchanges would service the provincial needs. Interchange configuration refinements at the proposed locations within the Study Area are being considered during the current study based on 5 broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p> <p>It is noted that municipalities within the Study Area of the Bradford Bypass have generated Official and Transportation Master Plans based on the proposed Bradford Bypass as per the approved EA (2002) in order to address traffic demand as a result of population and employment growth projections. As a result, the Project Team will continue to engage municipalities and will support future municipal interchange initiatives.</p> <p>Improvements to, and/or widening of, municipal/regional roads will be further considered and implemented by York Region and East Gwillimbury and are not being considered as part of this Preliminary Design and EA study at this time.</p> <p>The Bradford Bypass and associated interchanges will be designed based on current MTO design standards.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>

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						Newmarket	
CT-PIC1-009.1		To: Project Team From:	New Stakeholder Comment Form	Support for the BBP	04-24-2021	I will frequently use the 400-404 Link	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Monday, April 26, 2021 1:30 PM To: Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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							<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>
CT-WEB-002		To: Project Team From: [REDACTED]	Q and A	Name of the BBP	05-18-2021	<p>"Why do the AECON folks call the project the 400-404 Link, but the MTO folks continue to call it the Bradford Bypass?</p> <p>The project should have one name — 400-404 LINK"</p> <p>The initial EA was a long time ago. MTO has new standards for 400 series highways. Will the project be built to the latest standards or those in place at the time of the EA?</p> <p>Will consider of moving the interchange at Leslie Ave to 2nd Concession be considered as an alternative in the the environmental study?</p>	*See response above
CT-PIC1-010	[REDACTED]	To: Project Team From: [REDACTED]	Email	Noise Mitigation Measures Proximity to a residential neighborhood	04-22-2021	<p>I reviewed all the info posted on the Bradford Bypass website for the Public Information Center 1. I have some questions regarding the alignment of the bypass in relation to the residential properties in [REDACTED]</p> <ol style="list-style-type: none"> 1. I see the alignment of the Bypass has been moved North by [REDACTED] What will be the exact distance between the the end of the residential properties and the Bypass roads? 2. Will there be any sound barriers or retaining walls built in this section behind [REDACTED] 3. Will the Bypass be built below grade so that there is a hill that acts as a natural sound barrier? I see on the site it mentions that there will be underpass at Professor Day drive. Does this mean that the portion of the bypass behind [REDACTED] will in fact be lower then the grade of [REDACTED] 	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The centerline or 'middle' of the BBP will be approximately 50-60m from the edge of the right-of-way. Refinement alternative 1 proposes a slight northerly shift of the highway alignment, creating more separation between the highway and developed lands to the south of the highway right-of-way, compared to the 2002 Approved EA alignment. The refinement of the highway alignment geometry considers environmental and engineering design constraints. The preferred alternative to the preliminary design with details in the area of [REDACTED] will be presented at PIC #2, and available for</p>

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						Thanks,	<p>public review and comment. Building upon the preliminary design and environmental assessment study, further refinement of the design will be carried out and finalized during the detail design phase.</p> <p>A Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide.</p> <p>Construction-related noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>In addition, the Ministry is continuously finding innovative opportunities to address noise mitigation efforts through engineering of various types and enhancements of pavement materials and pavement structures which will be factored into the appropriate design phase.</p> <p>It is noted that the proposed overpass and underpass design/locations are preliminary in nature at this time and are subject to change during development of the Preliminary Design as well as subsequent phases of design. The freeway crossings of Professor Day Drive and County Road 4/Yonge Street are currently planned as underpasses, and the existing berm north of Chelsea Crescent is anticipated to act as a natural noise barrier.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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CT-PIC1-011	██████	To: Project Team From: ██████- General Public	Email	Support for the BBP	04-22-2021	Will consider of moving the interchange at Leslie Ave to 2nd Concession be considered as an alternative in the the environmental study?	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, April 23, 2021 2:50 PM To: ████████████████████ Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello ██████</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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							<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>
CT-PIC1-012		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	Support for the BBP	04-23-2021	<p>Good morning,</p> <p>I am all for the bypass, I have loved in Bradford for 42 years and I am sick of travelling through Newmarket and Bradford really [REDACTED] to get to the highway. So many people complain that there is only one way into town, now there I will be another way. Also the amount of people that complain about the traffic coming into Bradford from Newmarket, this will solve that too. I think it's a brilliant idea to connect the highways. I can't wait for the construction to begin.</p> <p>Thank you</p> <p>Sent from my iPhone</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, April 23, 2021 2:57 PM To: [REDACTED] Subject: RE: Need it</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key</p>

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							<p>topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>
CT-PIC1-013		To: Project Team From: [REDACTED] General Public	Email	Opposition for the BBP	04-23-2021	<p>Hello,</p> <p>Based on the feedback provided by [REDACTED] and my own opposition to highway infrastructure in this location, I want to express my strong opposition to this project. The environmental argument that project proponents are pushing that the highway will reduce congestion, is flawed. Building additional highway capacity does not improve congestion and there is relevant research to support this. The logic that building highways solves congestion is outdated in my opinion.</p> <p>I am expressing my position to be recorded under public feedback.</p> <p>Thanks, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges your opposition to the project. These comments will be recorded as part of the public record for the PIC and the Preliminary Design Study.</p> <p>MTO is undertaking a Traffic Study as part of the Preliminary Design and EA study. Travel time savings and projections were calculated using the Provincial Greater Golden Horseshoe Model (GGHM) by comparing scenarios with and without the Bradford Bypass corridor in place. This assessment includes various key origin and destination locations within the corridor</p>

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							<p>including municipal centres in the region. The model accounts for population and employment targets by region, as identified in the <i>Places to Grow Act</i>.</p> <p>Scenarios include: Existing Conditions Network, 2041 No Build Scenario, and 2041 Build Scenarios. Travel times under each scenario are calculated and compared to obtain the anticipated travel time savings. To clarify, travel time savings are not an average of 35 minutes, but rather a range between 10-35 minutes. Travel time savings are calculated utilizing the scenarios above based on the time of day and key origin and destination locations identified using an area-wide transportation model (with a 2041 horizon year).</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-014	██████	To: Project Team From: ██████████ General Public	Email	Accessing PIC 2 Proximity to a residential neighborhood More information on proposed designs	04-23-2021	<p>I was wondering how to access the web session, as I have an older pc, and am not very knowledgeable on the iPad, (only used for emailing, surfing the net, and ebooks).</p> <p>I would like to see the design of the Leslie Street ramps specifically, as this is to be built ██████████ from my house, and go through farmland that has been in families for generations.</p> <p>Please how I can participate in the May 18 webinar.</p> <p>Thank you very much ██████████</p> <p>Sent from my iPad</p>	<p>[Includes comments from CT-PIC1-014.1]</p> <p>Hello ██████████</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The proposed alignment of the Bradford Bypass and interchange refinement alternatives at Leslie Street can be viewed as part of the PIC materials (https://www.bradfordbypass.ca/2021/04/12/17-leslie-street-interchange/).</p> <p>A Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed</p>

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							<p>improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide.</p> <p>As a commitment of the 2002 Approved EA and required under the Greenbelt Plan (2017), an Agricultural Impact Assessment will be undertaken to the existing standards and with reference to the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) Draft Agricultural Impact Assessment (AIA) Guidance Document (March 2018). This assessment will identify potential impacts to agricultural lands and recommend mitigation measures to minimize these impacts.</p> <p>Construction-related noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>In addition, the Ministry is continuously finding innovative opportunities to address noise mitigation through engineering of various types and enhancements of pavement materials and pavement structures which will be factored into the appropriate design phase.</p> <p>At this time, no decision has been made at this time regarding designation of the Bradford Bypass as a toll freeway.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-014.1		To: Project Team	New Stakeholder	Request to be added to CL	04-23-2021	During the pic1 presentation, the pictures of the on off ramps were very small, and could not see very well, and could not expand.	* See response above

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		From: [REDACTED] General Public	Comment Form	Request to make the BBP a toll route Noise Mitigation Measures		<p>I am concerned with the ramps affecting Leslie Street, as we have high traffic now, and we can hear the noise of the traffic from Highway 404 with our windows closed.</p> <p>We have issues with speeding in our area, and York Region Police are always pulling cars over in front of my house for speeding.</p> <p>We also have a [REDACTED] less than 1 kilometre from the proposed intersection.</p> <p>I would like to see this road tolled, money going to protect our wetlands, and our river from salt, brine, as our roads are heavily salted. The speed set no more than 70 or 80 kilometres per hour.</p> <p>We also want noise buffers installed to provide existing long term residents do not have to hear cars and heavy truck tire whinnying all hours of the night, which wake us up.</p> <p>We cannot sleep and leave our windows open as the noise at rush hour 4-8 am is deafening.</p>	
CT-PIC1-015	[REDACTED]	To: Project Team From: [REDACTED] Property Owner	New Stakeholder Comment Form	Opposition and Concern with the BBP	04-24-2021	<p>On April 18 we sent an email to the Project Team and to Minister Caroline Mulroney outlining our concerns and the lack of clarity from the Project Team. We so far have heard from a representative from Minister Mulroney but have not had a response from the Project Team ??</p> <p>Our position was made clear in our email and we await your response.7</p>	*Response to [REDACTED] being drafted by MTO 2021-05-10
CT-PIC1-016	[REDACTED]	To: Project Team From: [REDACTED]	Voicemail	Opposition and Concern with the BBP	04-24-2021	<p>Summary of Voicemail: [REDACTED] left a voice message on the toll-free line. She advised she lives at [REDACTED]. She also mentioned she has a broken hand and cannot type but wanted to talk about the bypass. She noted she doesn't think it is located properly and believes that it should be further north, north of 89 where the congestion starts, including where Bradford Street gets clogged up. She doesn't believe the bypass is going to help because the issue with traffic is those travelling north to Barrie. [REDACTED] also expressed concern with having the bypass go through the Marsh as there is a bird sanctuary, a lot of sensitive areas, it is a run off, and protects from the melt coming down the hills from the former glaciers. She expressed she is not happy that it has been pushed ahead. She believes it should be much further north</p>	<p>Good afternoon,</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The selected route for the Bradford Bypass as documented in the Approved 2002 EA, was chosen, in part, to mitigate impacts to environmentally sensitive areas. Alternative routes to the north were considered at that time. The preliminary design and EA study will review the recommended plans of the 2002 approved EA alignment and develop design refinements and alternatives</p>

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						<p>between Innisfil or just south of Innisfil and Barrie. She expressed that nobody addressed the fact that Bradford Streets are clogged when there are issues on the highway with people from the highway with people trying to cut through and go north on Yonge Street. [REDACTED] would like her input to be considered.</p> <p>Key Concerns/comments:</p> <ul style="list-style-type: none"> • Consideration for a different location and alignment for the highway, preferring a location to the north (Innisfil and Barrie) • Traffic and congestion • Consideration for birds, sensitive areas and the watershed (surface water) 	<p>for the mainline alignment, interchanges and crossings. Alternative locations for the highway are not being considered as part of this study. As this EA study advances, the Project Team will carefully consider impacts to sensitive cultural and natural areas, including wildlife, wetlands, and wildlife habitat within the study area. We will continue to work with environmental agencies, municipalities, conservation authorities and other concerned stakeholders to identify principles and recommendations for mitigating the potential impacts along the highway corridor.</p> <p>The Preliminary Design will also consider minimizing impacts to wetland areas, which will also consider wildlife and wildlife habitat, through engineering refinements and consider the following approaches and strategies:</p> <ul style="list-style-type: none"> • Design refinements implemented in consultation with regulatory agencies including the Ministry of Natural Resources and Forestry and Conservation Authorities (for example: Lake Simcoe Region Conservation Authority, Nottawasaga Valley Conservation Authority) to minimize potential impacts, supplement these refinements and develop appropriate mitigation strategies; • Adherence to conditions of environmental approvals applicable to project elements that interact with or influence provincially significant wetlands; • surface water conveyance and management measures; • strategic plantings to enhance the performance of proposed drainage and storm water management measures; • erosion and sediment control measures to be implemented during construction; • restricting construction-related activities to avoid sensitive periods for aquatic and wildlife species during life cycle stages; • measures for spill control/containment/contingency plans; and • a construction inspection and monitoring plan, including use of qualified personnel, reporting and response procedures. <p>In addition, the Project Team will work to understand and avoid where possible any potential impacts to species at risk within provincially significant wetland areas. Should potential impacts be confirmed to threatened or endangered species, the ministry will work with the MECP to obtain a permit under the <i>Ontario Endangered Species Act</i>. The permitting process may include additional mitigation and / or monitoring conditions, and consultation requirements as environmental conditions to the project.</p>

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							<p>In recognition of your concerns about congestion and traffic, MTO is aware that even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). For Ontarians in 2051, average travel speeds are expected to be 16 per cent slower when compared to 2016. This new transportation corridor will relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and support projected urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404. Motorists and trucks are anticipated to see more than a 60 per cent savings in travel time when using the new freeway compared to existing routes along local roads, saving up to 35 minutes each way.</p> <p>Travel time savings and projections were calculated using the Provincial Greater Golden Horseshoe Model (GGHM) by comparing scenarios with and without the Bradford Bypass corridor in place. This assessment includes various key origin and destination locations within the corridor including municipal centres in the region. The model accounts for population and employment targets by region, as identified in the <i>Places to Grow Act</i>.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-016.1		To: Project Team From: [REDACTED] General Public	Voicemail	Opposition and Concern with the BBP	04-24-2021	[REDACTED] left a second message on the toll-free line. Her phone number is [REDACTED]. She noted she would also like to point out that Bradford is a growing city and has its own issues in terms of infrastructure and roads and the highway is not going to help them. If there are problems on the 400 highway which there are often, they will be plagued with surplus traffic that they cannot handle. She noted they are beginning to not be able to handle their own traffic. She expressed she believes it's a mistake and thinks city council is making a mistake here as well.	<p>*See Response Above</p> <p>*May 3rd 2021 [REDACTED] called the number that [REDACTED] left. [REDACTED] was not available but her husband asked we send an email to [REDACTED] with our auto response so that he can give this email to [REDACTED]. [REDACTED] will send back her email if she wishes. If she does not email us, her husband said to email the response to the email above.</p>

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CT-PIC1-017	████	To: Project Team From: ██████ – General Public	Email	Support for the BBP	04-25-2021	<p><u>Key Issues:</u></p> <ul style="list-style-type: none"> • traffic concerns <p>Opposed to the project</p> <p>We're so happy and excited for this highway to go up finally! When is the expected start time? And where would we be able to see updates on the project?</p>	<p>Hello ██████</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. The Project Team acknowledges and appreciates your expressed support for the Bradford Bypass.</p> <p>Preliminary Design for the overall Bradford Bypass project is anticipated to be completed in early 2023. Detail Design and Construction will follow, subject to funding and approvals.</p> <p>The Project Team is also identifying opportunities for early works – Advanced Contracts as part of this project. Some preliminary early works activities that are currently being considered could include: new bridge construction (excluding watercourse crossings), bridge replacement or expansion, and utility relocation. As you may be aware, the Ontario government 2021 <i>Budget</i> allocated funding for the Bradford Bypass early works, which includes a grade separation at County Road 4/Yonge Street.</p> <p>Prior to the commencement of any early works, MTO is still required to gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous Communities, and document decision-making. Other provincial and federal legislative and permitting processes would still apply.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p>

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							If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.
CT-PIC1-018		To: Project Team From: ██████████ General Public	Email	Land Expropriation Purchasing of Land	04-26-2021	<p>Hello,</p> <p>Has any work been completed yet on expropriation of land? Is there any estimate of the amount of land that would need to be expropriated and cost? What is the legislative process that will be followed to expropriate land? Has the MTO considered purchasing any lands in advance should they come up for sale and be required for the proposed highway route? Are there any studies or publicly available records of land currently owned by the MTO in the vicinity of the proposed route? Are there any Conservation Authority owned lands that will need to be expropriated?</p> <p>Thank you, ██████████</p>	<p>Hello ██████████</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>There are an estimated 80 private properties that will be partially or fully impacted by the Bradford Bypass expansion project. As part of the Preliminary Design, MTO will meet with individual landowners through 2021 and early 2022 to discuss potential or expected impacts to individual properties, working with them to understand their individual concerns and identify opportunities to mitigate impacts.</p> <p>Where appropriate and where there is an identified need, MTO has begun the process of acquiring lands from willing sellers. With respect to the purchase of properties, it is the MTO's preferred approach to negotiate in good faith with owners as early as possible to reach amicable agreements for the acquisition of any properties needed to support important infrastructure improvements like this. Expropriation is only used when agreements can't be reached within suitable project timeframes.</p> <p>MTO has established an alternate process to the former Hearings of Necessity for receiving comments from property owners about a proposed expropriation and for considering those comments. Under this process, any owner of lands who was served a notice of expropriation is given the opportunity to comment on the proposed expropriation. They can do so by submitting comments about the proposed expropriation to the Assistant Deputy Minister, Transportation Infrastructure Management Division, within thirty days of receiving the notice.</p> <p>Individuals can review property records of lands within the vicinity of the proposed Bradford Bypass alignment through their local Land Registry Office.</p> <p>Throughout the study the Project Team will continue to consult with both the Nottawasaga Valley Conservation Authority (NVCA) and Lake Simcoe Region Conservation Authority (LSRCA) where the project crosses through their respective watersheds and Ontario regulated limits. Based on current</p>

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							<p>property ownership information, there are no LSRCA- or NVCA-owned properties within the project corridor.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-019		To: Project Team From: [REDACTED]	Email	Opposition of the BBP	04-26-2021	<p>Hello Project Team,</p> <p>Thank you for your email. Your email is a form email that I have already received and it does not answer any of the questions I asked. Please answer my questions.</p>	*Have since responded to these comments
CT-PIC1-020		To: Project Team From: [REDACTED]	Email	Add to Contact List	04-26-2021	<p>Pls add both below email addresses to the list. We live on [REDACTED] if it matters and the bypass is planned to be right behind the house/property far as I know .</p> <p>[REDACTED]</p> <p>Thanks.. [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p>

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							<p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>
CT-PIC1-021		To: Project Team From: [REDACTED]	Email	Add to Contact List	04-26-2021	<p>Good Day [REDACTED]</p> <p>My family and I live within the study area [REDACTED]</p> <p>Please include us in the PIC Webinar presentation on May 18, 2021</p> <p>Thank You</p> <p>Regards,</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, April 27, 2021 2:27 PM To: [REDACTED] Subject: RE: Information on the Development of the Bradford Bypass</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website</p>

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							<p>for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT-PIC1-022		To: Project Team From: [REDACTED]	Email	Recommendations on Alternatives	04-27-2021	<p><u>Bradford Bypass Project Team:</u></p> <p>BA Group has been retained by the property owner of [REDACTED] to provide transportation consulting services. Our scope of work at this time is focussed on the impact on our client's property, of the future Bradford Bypass at Highway 400, in addition to options for future access if the property were to be developed into employment lands.</p> <p>We have reviewed the four Highway 400 refinement alternatives presented on the Bradford Bypass Project Website and we appreciate the opportunity to provide the following comments:</p> <ul style="list-style-type: none"> Although the property required by our client appears to be relatively similar between each of the 4 alternatives, it would be appreciated if the Bradford Bypass Project Team could provide us with the amount of property required from our client for each alternative, such that we have a better understanding with respect to how the project will impact future development opportunities. 	<p>Hello [REDACTED]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>The Project Team thanks you for the opportunity to meet with you and your client on Friday May 21, 2021. Based on this meeting, the Project Team understands the following to be the key items discussed during the meeting.</p> <ul style="list-style-type: none"> Client/BA Consulting noted preference for Alternative Refinement 3 for the Highway 400 Interchange as this requires the least amount of property and maintains access to Highway 88. Public Information Centre (PIC) #2 will be held in Fall of 2022 with the filing of the Transportation Environmental Study Report anticipated to be end of 2022. Project Team will confirm how much property will be required once preferred alternative is selected and right-of-way/grading requirements are known. An appraisal and negotiations will follow. <p>MTO will work directly with individual property owners regarding direct impacts to their property as a result of the proposed project. Individual</p>


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						<p>Alternatives 1 & 2: (Basket Weave)</p> <ul style="list-style-type: none"> As the basket weave design for these options does not allow access to Highway 88 for westbound vehicles from the Bypass, we are concerned that the limited access at Highway 88 would require westbound vehicles from the Bradford Bypass to travel 3 km further south on Highway 400 and exit the highway at the interchange at Line 5 and then backtrack north to our client's property. It would be inefficient and time consuming for westbound vehicles on the Bradford Bypass to access our client's site and may encourage motorists to exit the Bradford Bypass before Highway 400 to find a more efficient route. <p>Alternatives 3 & 4: (Continuous Weaving Lane)</p> <ul style="list-style-type: none"> As these alternatives allow access to Highway 88 for westbound vehicles from the Bypass, these alternatives provide more convenient access to our client's property. For this reason, our client's preference is either Alternative 3 or 4 (Continuous Weaving Lane) dependent on property requirements. <p>We look forward to attending the Public Information Centre on May 18th. We have no further comments or concerns at this time.</p> <p>Thank you again for the opportunity to provide this feedback.</p>	<p>meetings will be held between the Project Team and impacted property owners to discuss property specific concerns and establish next steps.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We look forward to working with yourself and your client moving forward. Please feel free to reach out to the Project Team should you have any further questions.</p>
CT-PIC1-022.1		To: Project Team From: [REDACTED]	Email	Confirmation of Receipt of Comments	04-27-2021	<p>From: [REDACTED] Sent: Tuesday, April 27, 2021 3:42 PM To: projectteam@bradfordbypass.ca Subject: RE: Bradford Bypass Comments</p> <p>Good afternoon,</p> <p>If you could please confirm that I followed the correct process to submit the comments below, that would be great.</p> <p>Thanks!</p> <p>[REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Wednesday, April 28, 2021 11:04 AM To: [REDACTED] Subject: RE: Bradford Bypass Comments</p> <p>Good Morning [REDACTED]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We can confirm that your comments have been received by the Project Team. Your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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							<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>
CT-PIC1-23		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email	Add to CL	04-27-2021	<p>Good morning</p> <p>Please place me on the mailing list for the Bradford Bypass.</p> <p>[REDACTED]</p> <p>Thank you.</p> <p>[REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, April 27, 2021 3:04 PM To: [REDACTED] Subject: RE: Bradford ByPass Hello [REDACTED]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p>

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							<p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>
CT-PIC1-24		To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Add to CL	04-27-2021	<p>*Add to CL</p> <p>Would like to understand more of the status of the project.</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, April 27, 2021 3:48 PM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design</p>

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							<p>refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>
CT-PIC1-25		To: Project Team From: [REDACTED] General Public	Email	Impacts of COVID-19 on traffic projections	04-27-2021	<p>What impact will COVID 19 have on the commute patterns in the future, if people continue to work from home ? Let's focus on what is important, which is the health of our citizens. Time to rethink priorities.</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Simcoe County is expected to experience rapid population growth over the next 10 years, with the Regional Municipality of York growing to 1.79 million by 2041. Building the proposed Bradford Bypass is necessary to relieve existing congestion on local east-west local roads and to address the expected long-term travel demand in the area.</p>

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							<p>Even with all currently planned transportation and transit investments and an anticipated increase in the number of people working remotely, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). For Ontarians in 2051, the average travel speeds are expected to be 16 per cent slower when compared to 2016.</p> <p>Congestion costs Ontario billions in lost productivity, adds to the costs of goods and creates harmful carbon emissions. Ontario needs new infrastructure to help move people and goods or the region will quickly become overwhelmed.</p> <p>MTO is undertaking a Traffic Study as part of the Preliminary Design and EA study. Travel time savings and projections were calculated using the Provincial Greater Golden Horseshoe Model (GGHM) by comparing scenarios with and without the Bradford Bypass corridor in place. This assessment includes various key origin and destination locations within the corridor including municipal centres in the region. The model accounts for population and employment targets by region, as identified in the <i>Places to Grow Act</i>.</p> <p>Scenarios include: Existing Conditions Network, 2041 No Build Scenario, and 2041 Build Scenarios. Travel times under each scenario are calculated and compared to obtain the anticipated travel time savings.</p> <p>This new transportation corridor is expected to relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and support projected urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404. Motorists and trucks are anticipated to see more than a 60 per cent savings in travel time when using the new freeway compared to existing routes along local roads, saving up to 35 minutes each way.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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							If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.
CT-PIC1-26		To: Project Team From: [REDACTED] General Public	Email	BBP Impacts on Natural Environment	04-27-2021	<p>Hello, I was walking at Scanlon Creek this week and came across this information about the valley and water quality. I read that the initial environmental assessment for the Bradford Bypass project concluded there would be severe impacts to water quality. How will the Bradford Bypass affect the water and the valley at Scanlon Creek given this sign states that pollutants from outside the conservation area are flushed to the bottom of the valley?</p> 	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/. This letter provides information in response to your question on April 27th during the PIC review period, as well as the two questions you submitted during the webinar.</p> <p>The EA approved in 2002 was conditional and done to a planning level of detail. The EA required the proponent to complete additional studies to address specific concerns – among them, included general conditions related to the commitments made in the EA and requirements for future EA phases, applied mitigation conditions during the design phase pertaining to several environmental factors, including stormwater and groundwater, as well as future monitoring of commitments and conditions.</p> <p>As part of our ongoing commitment to understand the relationship between the project and the environment, MTO is undertaking current environmental studies in accordance with the MTO Class EA and present day environmental legislations, to document existing conditions, identify design constraints,</p>

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						<p>WEBINAR QUESTION: Can you please explain how the proposed exemptions will affect the TESR and process?</p>	<p>potential impacts and develop mitigation measures and strategies to be carried forward through design and construction of the project. These environmental studies will consider: agriculture, air quality, archaeology, cultural and built heritage, contamination and waste management, drainage & hydrology, erosion and sediment control, groundwater, fisheries, fluvial geomorphology, human health, landscaping, land use and property impacts, noise & vibration, terrestrial ecosystems, snow drift, species at risk, and surface water & stormwater management.</p> <p>The Bradford Bypass is located primarily within the Lake Simcoe Region Conservation Authority (LSRCA) regulation limits, south of Lake Simcoe. For those stormwater management facilities that may occur within the jurisdiction of the Nottawasaga Valley Conservation Authority (NVCA) and potentially influence the subwatershed, the MTO will apply NVCA water quantity and quality control guidelines.</p>
						<p>WEBINAR QUESTION: Is the 10th side road overpass a new addition to the design? Why is another overpass being included here?</p>	<p>The project will not directly impact Lake Simcoe or Scanlon Creek, however, MTO will assess impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures. Additionally, the MTO will evaluate the fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures. The studies will be undertaken to satisfy the MTO Environmental Reference for Highway Design, Highway Drainage Design Standards, Drainage Management Manual and other provincial and regulatory requirements.</p> <p>The Project Team will undertake drainage and hydrology engineering studies to develop an efficient and effective drainage system for the freeway, while addressing potential impacts relative to runoff and the change in impervious cover in consultation with conservation authorities and provincial agencies. Findings from previous studies will be factored into the Preliminary Design for drainage and stormwater management.</p> <p>It is expected that several stormwater management ponds will be required as part of the design to meet the MTO Highway Design Standards and the very stringent LSRCA requirements for water quantity and quality control of discharges to Lake Simcoe, within the jurisdiction of the LSRCA.</p> <p>The Ministry of Environment Conservation and Parks (MECP) has been evaluating an exemption to the Class EA for the Bradford Bypass (https://ero.ontario.ca/notice/019-1883). The MECP is considering the results</p>

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							<p>of consultation on a regulatory proposal for a streamlined process to complete the EA, tailored to the specifics of the project and the procurement and delivery models planned. The regulation, if approved, will still require MTO to gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous peoples, and document decision-making. Other provincial and federal legislative and permitting processes would still apply. Please refer to MECP for details on the regulatory proposal.</p> <p>The proposed overpass structure at 10th Sideroad represents the recommended bridge structure type required to carry the proposed Bradford Bypass across 10th Sideroad. This crossing is not a new addition to the design. It represents a design refinement, which determines if the grade-separated crossing structure (bridge) would be an overpass (freeway going over) or an underpass (freeway going under), allowing the freeway to best fit within the topography of the area and meet design requirements for the freeway and local roads.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC-1-27		To: Project Team From: [REDACTED]	Email	Add to CL	04-28-2021	<p>Hello. I would like to sign up as a stakeholder to receive meeting information and project updates. Thank you for your time.</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Wednesday, April 28, 2021 10:44 AM To: [REDACTED] Subject: RE: Bradford Bypass</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p>

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							<p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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</p>

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CT-PIC1-028		To: Project Team From: [REDACTED] [REDACTED] General Public	Email	Concern Regarding Speeds on the BBP Noise Concerns	04-28-2021	<p>Hello,</p> <p>I wanted to provide just two pieces of feedback that would mitigate concerns for me. I wasn't sure how to bring this information forward as the form online is targeted towards organizations and not residents.</p> <p>I would like to see this highway have a lower speed limit than other 400 series routes due to its proximity to town. Something like the section of controlled access highway 7. Additionally I feel that sound will be a huge concern especially with so many interchanges for such a short stretch of road. Sound barriers should be considered across the entire length of the highway and especially at interchanges in town as transport trucks using engine breaks and try to accelerate is very loud.</p> <p>Thank you,</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges your comments regarding the speed limit on the proposed Bradford bypass. As part of the current Preliminary Design study the Project Team is reviewing the recommended plans of the 2002 approved EA mainline alignment, interchanges, and crossings in accordance with current Highway Design and Safety standards. The posted speed for the Preferred Alternative of the Bradford Bypass and the corresponding posted speed limit will be set in accordance with various components such as the classification of the freeway, design, and safety standards.</p> <p>A Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide.</p> <p>Construction-related noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>In addition, the MTO is continuously exploring innovative opportunities to address noise mitigation efforts through engineering of various types and enhancements of pavement materials and pavement structures which will be factored into the appropriate design phase.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to</p>

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							<p>the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-029	████	To: Project Team From: ██████████ - General Public	New Stakeholder Comment Form	Concern with Potential Cancellation of Project	04-28-2021	<p>*Add to CL</p> <p>Hello if this project is not started prior to the next provincial election and the Conservative Government is not reelected, what will happen to this bypass ? if there is some progress and election time comes... if there is a new government elected, are they obligated to continue building the bypass or will it be "cancelled again". will this be a toll highway ? if so will the toll be cancelled after the highway is paid for ? Thank You</p>	<p>Hello ██████</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Ministry is proceeding with the Preliminary Design Study, which is planned to be completed at the end of 2022, early 2023. Project-related decisions resulting from a change in government are not known at this time.</p> <p>At this time, no decision has been made regarding designation of the Bradford Bypass as a toll freeway.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-030	████	To: Project Team From: ██████████	New Stakeholder Comment Form	Add to CL	04-28-2021	<p>*Add to CL</p> <p>Reduce traffic in Bradford and Green Ln in Newmarket and reduce shipping and travel time traveling east/west</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Wednesday, April 28, 2021 1:05 PM To: ██████████ Subject: RE: New Stakeholder Comment Form Entry</p>

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							<p>Hello [REDACTED]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT-PIC1-031	[REDACTED]	To: Project Team From: [REDACTED] General Public	New Stakeholder Comment Form	Concern with Environmental Impacts of the BBP	04-28-2021	Firstly, it's shameful that nearly 20 years have passed since the original EA and therefore no alternative routes north or south are being considered.	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials</p>

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				Concerns regarding noise mitigation		<p>If it's a bypass, are all of the intersections required? Loss of Bathurst St intersection would reduce impact on woodland, for example.</p> <p>Some more specific points about sections -</p> <p>Road should be pushed further north from Wyman Crescent and Chelsea Crescent - smaller loss of wooded area, and would allow for a larger buffer with noise walls/trees/landscaping for the adjacent residential uses. Such a move slightly north would also decrease loss of wooded habitat west of Chelsea Crescent.</p> <p>Bridge crossings - Noise walls on bridge parapets, to reduce noise/light spill to habitats? Potential of pedestrian bridges at these locations?</p> <p>I'd welcome some additional woodlots throughout the corridor area - purchasing existing woodlots for their protection and planting new ones.</p> <p>With regard to the loss of woodland around Holland River crossing - purchase additional agricultural land for woodland planting either adjacent to highway or further north/south.</p> <p>Other general improvements to the local roads - investigate slowing local traffic, roundabouts, improved pedestrian crossings, road safety audits etc. If "through traffic" is being removed by this bypass, improve the roads that will remain.</p> <p>More information please on protecting the amenity for local residents (noise walls and landscaping etc), environmental mitigation (landscaping, additional tree planting and wildlife crossings) and other improvements for the local area.</p>	<p>from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Refinement of the freeway alignment within the study limits and consideration of the freeway's proximity to existing and approved developments is underway. Localized and minor alignment shifts may be considered as part of this study based on the outcome of environmental studies and consultation; however, the location of the Bradford Bypass corridor was selected during the 2002 Approved EA study in consideration of a number of factors, and therefore, alternative routes for the freeway are not being considered as part of this study.</p> <p>This alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the <i>Places to Grow Act</i>), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>Proposed interchanges were identified and selected during the 2002 Approved EA study to allow improved access to the freeway to local residents and visitors to the local communities. The Project Team continues to engage with local municipalities to gain feedback on the locations and designs of the proposed interchanges within the project corridor to ensure that they are in line with municipal and regional initiatives and goals.</p> <p>Under the Preliminary Design and Environmental Assessment study of the project, we are reviewing refinement alternatives and designs, including the proposed design for the Bathurst Street interchange. More information on this interchange can be viewed here: https://www.bradfordbypass.ca/2021/04/12/16-bathurst-street-interchange/.</p> <p>The centerline or 'middle' of the BBP will be approximately 50-60m from the edge of the right-of-way. Refinement alternative 1 proposes a slight northerly shift of the freeway alignment in proximity to Wyman Crescent/Chelsea Crescent, creating more separation between the freeway and developed lands to the south of the freeway right-of-way, compared to the 2002 Approved EA alignment. The refinement of the freeway alignment geometry considers environmental and engineering design constraints. The preferred alternative to the preliminary design with details in the area of Wyman Crescent/Chelsea Crescent will be presented at PIC #2, and available for public review and comment. Building upon the preliminary design and EA study, further</p>

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							<p>refinement of the design will be carried out and finalized during the detail design phase.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements. These studies include:</p> <ul style="list-style-type: none"> • Terrestrial Ecosystems Existing Conditions and Impact Assessment Report (including an assessment of vegetation and vegetation communities (including woodlands), wetlands, wildlife and wildlife habitat, species at risk and designated natural areas). MTO will work closely with municipalities, regulatory agencies, and conservation authorities to discuss mitigation measures and potential requirements for overall benefit measures to the landscape surrounding the Bradford Bypass, as a result of potential impacts to the natural environment. • Noise and Vibration Impact Assessment: To determine the likely sources of noise from the development, predicting the overall impact of such noise sources on the Noise Sensitive Areas and sensitive receivers adjacent to the project. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide. • Preliminary Landscape Composition Plan: To identify and assess impacts and mitigation on various landscape features. The landscape plan will address both municipal and natural environmental requirements and provide preliminary landscaping mitigation, compensation or enhancements within the project corridor to support the MTO's mandate towards meeting climate change and sustainability requirements. <p>The design of bridge and engineering components of the project will be developed through a collaborative process considering inputs from environmental factor-specific specialties to understand existing conditions, develop appropriate recommendations for noise mitigation measures, lighting, wildlife considerations and the conceptual landscape plan. The process for selection of the appropriate location, methods of exclusion or wildlife passage opportunities will be refined through consultation and engagement with regulatory agencies (Ministry of Environment Conservation and Parks (MECP); Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMRNF); conservation authorities). Using data</p>

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							<p>obtained during the Terrestrial Ecosystems studies, and through consultation with regulatory agencies, the MTO will identify appropriate opportunities and needs for exclusion fencing and wildlife passages.</p> <p>The MTO is consulting with municipalities to identify potential opportunities to include active transportation features as part of the Bradford Bypass. This aligns with the Ministry's approach to integrate active transportation and trails within the design for the Bradford Bypass, through collaboration with local municipalities.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-032		To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Add to CL	04-28-2021	Add to CL	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, April 30, 2021 10:40 AM To: [REDACTED] Subject: RE: New PIC1 Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p>

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							<p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-033		To: Project Team From: [REDACTED]				<p>Hello</p> <p>After reviewing the "refinement alternative 1- Parclo A2" for the Leslie street interchange I have some questions as it pertains to the property located right beside the "proposed right-of-way" I am an owner of [REDACTED] and I would like to ask how this proposed right-of-way affects our property and what may happen when this project starts. I am not well versed in land planning so any information or resources you can provide would be appreciated.</p> <p>Thank you</p> <p><i>[Note: This is not a PTE Property but is directly adjacent to the BBPROW at [REDACTED]]</i></p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>We wish to confirm the location of your property as shown in the image below. The star indicates the property corresponding to [REDACTED]</p>

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							<p>Your property located adjacent to the highway right-of-way and currently outside the project limits, but within the study area for the design and environmental assessment.</p> <p>The Project Team acknowledges your concerns regarding the construction of the freeway and the potential impact on your property. As part of this EA Study update, environmental and design studies are being undertaken to identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts. These studies will include a Noise Impact Assessment, Air Quality Impact Assessment, Property Impact Assessment, Land Use Factors Assessment, Property Impacts and Human Health Assessment, which will all evaluate potential impacts of the freeway on adjacent landowners. A Reasoned Argument (trade-off) method of evaluation will be used to identify the advantages to select the preferred refinements and alternatives. This considers evaluation criteria that includes consideration for direct and indirect impacts to residential properties. The MTO and Project Team work closely with property owners within and immediately adjacent to the project, and you will be contacted if your property is identified as being impacted as the design is advanced and refined.</p>

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							<p>We have added you the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have specific property concerns or wish to speak to the Project Team directly, please let us know so that we can understand any specific concerns you may have and share project related information important to you as the design progresses. Please reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-034		To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Add to CL	04-29-2021	Add to CL	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, April 30, 2021 11:31 AM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p>

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							<p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT-PIC1-035		To: [REDACTED] From: [REDACTED]	Email	Concerns with damage to Property	04-29-2021		<p>Hello [REDACTED]</p> <p>Thank you for your email and the photos. It was a pleasure speaking with you today, and I thank you for bringing your concerns about your landscaping to our attention. I have passed this information on to our team and will get back to you with additional information about next steps regarding the conditions left after the work on your property.</p> <p>Further to our conversation, you can find information about the project and design refinements at Bathurst through our Public Information Centre.</p> <p>The link to the PIC and webinar registration can be accessed here: https://www.bradfordbypass.ca/pic1/ Specific design information related to Bathurst Street can be found here: https://www.bradfordbypass.ca/2021/04/12/16-bathurst-street-interchange/</p> <p>We welcome your feedback and encourage you to see the project information presented, complete the survey and join us on May 18th for the webinar. You can register for the webinar through a link on the first page of the PIC.</p> <p>Thank you for taking the time to speak with me today and I look forward to connecting with you again in the future.</p> <p>Cheers, [REDACTED]</p>

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CT-PIC1-036		To: Project Team From: [REDACTED] PTE Property Owner PINs: [REDACTED]	Email	Noise Pollution Concerns	04-30-2021	<p>Hi, My name is [REDACTED] and I live at [REDACTED] [REDACTED] I live on the [REDACTED] and the By-Pass is [REDACTED] from my house. I have a major concern about the noise pollution considering Queensville side road is further from me than the bypass and I hear that street. I'm also concerned about litter.... What steps are in place that address these points?? Thank you</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>A Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide.</p> <p>Construction-related noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>In addition, the MTO is continuously finding innovative opportunities to address noise mitigation efforts through engineering of various types and enhancements of pavement materials and pavement structures which will be factored into the appropriate design phase.</p> <p>Littering is prohibited under Section 180 of the <i>Highway Traffic Act (1990)</i>. MTO has contractors to remove litter along freeways to help keep it clean and free of litter.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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							If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.
CT-PIC1-37	████	To: Project Team From: ██████████	Email	Concerns regarding water quality	04-30-2021	*Add to CL Our community organization has been involved in preserving and improving water quality and quantity on the Lake Simcoe watershed for over 10 years. We will be submitting comments on the project	<p>Hello ██████</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team welcomes comments from the public on the Preliminary Design. You may provide your comments by email to ProjectTeam@BradfordBypass.ca or through the Contact Us page of the Project Website (https://www.bradfordbypass.ca/contact-us/).</p> <p>To provide some additional background for your organization, the Bradford Bypass is located primarily within the Lake Simcoe Region Conservation Authority (LSRCA) regulation limits, south of Lake Simcoe. For those stormwater management facilities that may occur within the jurisdiction of the Nottawasaga Valley Conservation Authority (NVCA) and potentially influence the subwatershed, the MTO will apply NVCA water quantity and quality control guidelines.</p> <p>The project will not directly impact Lake Simcoe or Scanlon Creek; however, the MTO will assess impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures. Additionally, the MTO will evaluate the fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures. The studies will be undertaken to satisfy the MTO Environmental Reference for Highway Design, Highway Drainage Design Standards, Drainage Management Manual and other provincial and regulatory requirements.</p> <p>The Project Team will undertake drainage and hydrology engineering studies to develop an efficient and effective drainage system for the freeway, while addressing potential impacts relatives to runoff and the change in impervious cover in consultation with conservation authorities and provincial agencies. Findings from previous studies will be factored into the Preliminary Design for drainage and stormwater management.</p>

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							<p>It is expected that several stormwater management ponds will be required as part of the design to meet the MTO Highway Design Standards and the very stringent LSRCA requirements for water quantity and quality control of discharges to Lake Simcoe, within the jurisdiction of the LSRCA.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-038		To: Project Team From: [REDACTED]	Email	Support for the BBP	04-30-2021	<p>*Add to CL</p> <p>I am in favour of this project. I would like to see the most efficient highway constructed, even if that means the most land is impacted.</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Monday, May 3, 2021 12:53 PM To: [REDACTED] Subject: RE: New PIC1 Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website</p>

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							<p>for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-039		To: Project Team From: [REDACTED]	Email	Add to CL	04-30-2021	<p>*Add to CL</p> <p>Yes this will impact us</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Monday, May 3, 2021 12:47 PM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p>

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							<p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>
CT-PIC1-040		To: Project Team From: [REDACTED]	Email	Impacts on Indigenous Peoples Environmental Impacts	05-01-2021	<p>*Please see digital copy for full comment</p> <p>Gentlemen:</p> <p>Attached are my comments concerning the subject project.</p> <p>As my comments are quite lengthy and detailed, the following key issues are provided for your convenience:</p>	<p>Hello [REDACTED],</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>On May 3rd, 2021, the Minister of Environment and Climate Change determined that the Bradford Bypass Project, proposed by the Ontario</p>

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						<p>1. Your choice of route crossing the East Branch of the Holland River set out in slide # 9 triggers the federal Impact Assessment Act: As I understand it, the implications of the attached 1914 deed are:</p> <ol style="list-style-type: none"> Because the Bradford Bypass will pass over federal land the Impact Assessment Act is triggered. The Impact Assessment Act is also applicable because: The project impacts an Indigenous Peoples of Canada cultural heritage landscape, (the Lower Landing) with historical or archaeological significance. <p>2. The 1997 EAS only addressed potential solutions within MTO's mandate to build highways. It did not consider regional road enhancements such as bridges over the Holland River at Hochreiter Road and Ravenshoe Road. No other alternative method of implementing the proposed undertaking was identified because MTO refused to consider any alternatives other than four lane highways. I am not aware of any provision in the Environmental Assessment Act that permits this exclusionary approach to the analysis of reasonable alternatives.</p> <p>3. Reasonable "Alternatives To" The bulk of the originally anticipated travel demand for this four lane freeway is now being addressed by the Barrie GO Train. This is why the previous Liberal Government cancelled the Bradford Bypass and excluded it from their Places To Grow Plan. Today, the residual travel demand for the Bradford Bypass study area can likely be appropriately addressed by connecting Queensville Sideroad, via Bathurst St. and 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 alternatives beyond the existing study area.]</p> <p>These alternatives are significantly less costly and environmentally intrusive. They will have minimal carbon emissions compared to those coming from both the construction and operation of the Bradford Bypass.</p>	<p>Ministry of Transportation, does not warrant designation under the Impact Assessment Act. The Minister of Environment and Climate Change considered the potential for the Project to cause adverse effects within federal jurisdiction, adverse direct or incidental effects, public concern related to these effects, as well as adverse impacts on the Aboriginal and treaty rights of the Indigenous peoples of Canada. The Minister also considered the analysis of the Impact Assessment Agency of Canada.</p> <p>The Minister reached the decision that the designation of the Project is unwarranted for the following reasons:</p> <ul style="list-style-type: none"> the regulatory review processes that apply to the Project and related consultations with Indigenous peoples provide a framework to address the potential adverse aforementioned effects and public concerns raised in relation to those effects. These include: <ul style="list-style-type: none"> provincial approvals and permits pursuant to the Environmental Assessment Act, Endangered Species Act, Environmental Protection Act, Ontario Heritage Act, Ontario Water Resources Act, and Safe Drinking Water Act. the Project must comply with relevant provisions of federal legislation, including the Canadian Navigable Waters Act, the Fisheries Act and the Explosives Act. <p>Further details on the decision can be found here: https://iaac-aeic.gc.ca/050/evaluations/proj/81382?culture=en-CA Supporting documentation can be found here: https://iaac-aeic.gc.ca/050/evaluations/document/exploration/81382?type=1&culture=en-CA</p> <p>The planning process for the 2002 Approved EA narrowed down alternatives from a broad range of potential solutions to the concept, ultimately selected as the Technically Preferred Route to a Planning level of detail. The study required gathering relevant information with respect to the existing and future conditions in the analysis area so that the impacts of each alternative could be compared under different factors (both positive and negative impacts). Information was gathered and grouped under five broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment to facilitate a comprehensive and transparent comparison of each factor group. Under the current Preliminary Design and EA study, alternate corridor locations for the highway are not being considered as the Technically Preferred Route for the Bradford Bypass was approved through 2002 EA. This alignment is preferred for the freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning (Official and Transportation Master</p>

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						<p>All of these alternative routes conform to MTO's stated preference to separate long distance travel from local traffic. The Bradford Bypass will combine this traffic.</p> <p>I have copied a number of other parties in on this email so that they may get a fuller understanding of the consequences of these Ford Government, developer friendly, policy decisions.</p> <p>Sincerely.</p> <p>██████████</p> <p>P.S. Footnotes can be seen by double clicking on the footnote number at the end of any of the above appropriate sentences.</p>	<p>Plans, Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>The Preliminary Design and EA study will include development of design refinements and alternatives to the 2002 Approved EA alignment. These refinements and alternatives are based on various factors, including current engineering design standards; an updated traffic demand assessment; current environmental legislation and planning policies; and, data collected during the current environmental impact studies within the study area. As part of PIC # 1, refinements and alternatives to the 2002 Approved EA alignment were developed for the Bradford Bypass mainline, freeway-to-freeway interchanges, and arterial/crossing road interchanges.</p> <p>Similar to the previous EA, the Preliminary Design and EA process will evaluate the Preliminary Design alternatives and refinements to select the recommended Preliminary Design by comparing them within the context of the evaluation factors for Transportation, Natural Environment, Social Environment, Economic Environment and Cultural Environment. The Project Team is undertaking site investigations and an assessment of potential impacts within the study area to inform the evaluation process and propose mitigation measures, strategies and identify future commitments for the proposed project. This includes undertaking archaeological investigations in collaboration with Indigenous Communities to identify and document archaeological resources within the project, which will factor into the evaluation criteria for selection of the preferred preliminary design.</p> <p>As part of the consultation process to evaluate the preliminary design refinements and alternatives, the Project Team is actively engaged with Indigenous communities, local municipalities and regions, provincial and federal agencies, and public stakeholders to solicit input on these proposed designs. The results of these consultations will be incorporated into the MTO's Preliminary Design study and presented to the public at key design stages, including PIC #2 and EA documentation.</p> <p>The MTO recognizes the need for consideration of current and future transportation and transit options. The proposed Bradford Bypass is one element of many transportation options being developed by the MTO to keep people and goods moving through the Region. Simcoe County is expected to experience rapid population growth over the next 10 years, with the Regional Municipality of York growing to 1.79 million by 2041. Building the proposed Bradford Bypass is necessary to relieve existing congestion on local east-west local roads and to address the expected long-term travel demand in the area.</p>

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							<p>Even with all currently planned transportation and transit investments and an anticipated increase in the number of people working remotely, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). For Ontarians in 2051, the average travel speeds are expected to be 16 per cent slower when compared to 2016.</p> <p>Congestion costs Ontario billions in lost productivity, adds to the costs of goods and creates harmful carbon emissions. Ontario needs new infrastructure to help move people and goods or the region will quickly become overwhelmed.</p> <p>To further understand the future traffic demands within the study area, MTO is undertaking a Traffic Study as part of the Preliminary Design and EA study. Travel time savings and projections were calculated using the Provincial Greater Golden Horseshoe Model (GGHM) by comparing scenarios with and without the Bradford Bypass corridor in place. This assessment includes various key origin and destination locations within the corridor including municipal centres in the region. The model accounts for population and employment targets by region, as identified in the <i>Places to Grow Act</i>.</p> <p>Based on current traffic analysis, this new transportation corridor is expected to relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and support projected urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404. Motorists and trucks are anticipated to see more than a 60 per cent savings in travel time when using the new freeway compared to existing routes along local roads, saving up to 35 minutes each way.</p> <p>Scenarios for the traffic analysis include: Existing Conditions Network, 2041 No Build Scenario, and 2041 Build Scenarios. Travel times under each scenario are calculated and compared to obtain the anticipated travel time savings. For clarification, the indicated travel time savings are not an average of 35 minutes, but rather a range between 10-35 minutes. The travel time savings are calculated utilizing the scenarios above based on the time of day and key origin and destination locations identified using an area-wide transportation model (with a 2041 horizon year).</p> <p>The Project Team is establishing targeted project committees to work and communicate directly with representatives from the Project Team to discuss opportunities, concerns, needs, issues and risks related to the Bradford Bypass. These three (3) groups are:</p>

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							<ul style="list-style-type: none"> Community, Greenbelt and Environment Committee (CGEC) Municipal Advisory Committee (MAC) Government Advisory Committee (GAC) <p>A representative from Forbid Roads Over Green Spaces (FROGS) will be invited to participate as a member of the CGEC group session.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study, and we look forward to FROGS' participation in project consultation events and opportunities. For future reference, an Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email. The next PIC will be scheduled prior to the completion of the Transportation Environmental Study Report (TESR) to allow feedback to be considered and the results of the EA study, preliminary design and consultation process to be documented. In accordance with the MTO Class EA for a Group 'A' project, the TESR will be made available for a 30-day public review period.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any further questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC-041		To: Project Team From: [REDACTED] General Public	New Stakeholder Comment Form	Request for an interchange at sideroad 10 Emergency Routes	05-01-2021	The current information does not show an interchange at Sideroad 10 and the Bradford By-pass. An interchange should be included as part of the project or part of the planning and design for future construction. Only one interchange at County Rd. 4 for the urban area of Bradford is insufficient when the Town is to grow through intensification of existing areas. The one interchange to the By-pass and the nearby 8th Line/Barrie Street intersection will be congested. Also, Sideroad 10 is an identified Emergency Detour Route therefore must have access to the Bradford By-pass to avoid routing traffic to the only other access at County Rd. 4. The necessary land requirements should be identified in the study and obtained by the Province to allow for a Sideroad 10 interchange and the highway designed to accommodate an interchange.	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges your comment about including an interchange at Sideroad 10 in addition to the one identified at County Road 4. The Preliminary Design and Environmental Assessment of the Bradford Bypass includes proposed interchanges at County Road 4, Bathurst Street and Leslie Street. These interchange locations were identified in the 2002 Approved EA which were developed, evaluated, and selected through the evaluation process.</p>

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							<p>The traffic demand assessment carried out as part of this study confirmed the locations of the proposed interchanges would service the provincial needs. Interchange configuration refinements at the proposed locations within the Study Area are being considered during the current study based on 5 broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p> <p>It is noted that municipalities within the Study Area of the Bradford Bypass have generated Official and Transportation Master Plans based on the proposed Bradford Bypass as per the approved EA (2002) in order to address traffic demand as a result of population and employment growth projections. As a result, the Project Team will continue to engage municipalities and will support future municipal interchange initiatives.</p> <p>Additional information on the proposed interchanges can be found on the Project Website under PIC 1 materials, or by accessing the following link: https://www.bradfordbypass.ca/pic1/</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-042		<p>To: Project Team</p> <p>From: [REDACTED] -General Public</p>	Email	<p>Updating the EA</p> <p>Change in Travel Demand from COVID 19</p>	05-01-2021	<p>Good morning Project Team,</p> <p>I have been a resident of Bradford for the past 35 years and I am very concerned about the steps you have taken to follow through with the Bradford Bypass.</p> <p>I know this project has been studied for many years and it may have seemed like a good idea back in the 1970's, 1990's, and in 2002. However, our environment has changed drastically since then and our society's understanding of the environmental</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The EA approved in 2002 was conditional and required the proponent to complete additional studies to address specific concerns – among them,</p>

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						<p>impact our choices have (locally and globally) has also changed drastically.</p> <p>Before seriously considering starting this project, we need to at least have a current environmental assessment completed by the Ministry of Environment and Climate Change. I do not feel the MTO can responsibly determine what needs to be updated in an Environmental Assessment that was closed nearly 20 years ago in 2002.</p> <p>We are living in a climate emergency. I want to know exactly how this bypass will affect the groundwater, surrounding agriculture, Holland River, and the species that rely on the natural environment surrounding us. I think we need to understand the impact it will have now and in the future.</p> <p>Things have changed in our lives, and I think COVID-19 has proven that many of us can work from home and do not need to travel on a daily basis. The environmental health of our local communities has become increasingly important as we spend more time accessing the natural spaces at our doorsteps. I believe it is grossly irresponsible to move forward with this project without a clear understanding of how our region's needs have changed over the last year (as well as the last two decades). I also believe that our money would be better spent on improved access to environmentally friendly public transit.</p> <p>We must consider the holistic needs of our future community and not just provide for growth, but provide for responsible growth. I would like to see people moving to Bradford not because we have the fastest commute time, but because they can look around and say, "This is where we want to live, raise a family, and maybe even retire."</p> <p>I do not feel reducing our commute by 35 minutes is as important as the impact this bypass will have on our environment.</p> <p>If you feel the benefits of this bypass outweigh the environmental impact, I ask you to at least prove it with a current environmental assessment done by the Ministry of Environment and Climate Change.</p> <p>I look forward to hearing from you.</p>	<p>included general conditions related to the commitments made in the EA and requirements for future EA phases, applied mitigation conditions during the design phase pertaining to archaeology, stormwater, groundwater, and noise, as well as future monitoring of commitments and conditions.</p> <p>As part of our ongoing commitment to understand the relationship between the project and the environment, MTO is undertaking current environmental studies in accordance with the MTO Class EA and present day environmental legislations, to document existing conditions, identify design constraints, potential impacts and develop mitigation measures and strategies to be carried forward through design and construction of the project. These environmental studies will consider: agriculture, air quality, archaeology, cultural and built heritage, contamination and waste management, drainage & hydrology, erosion and sediment control, groundwater, fisheries, fluvial geomorphology, human health, landscaping, land use and property impacts, noise & vibration, terrestrial ecosystems, snow drift, species at risk, and surface water & stormwater management will be considered. From an engineering and design perspective, MTO will continue to conduct engineering design studies that will consider structural elements, highway design, pavement engineering, geotechnical and foundations, traffic, electrical, Advanced Traffic Management Systems, and land surveys.</p> <p>The results of the environmental studies and engineering design will be presented to the public for review and comment in PIC #2 and documented in the Transportation Environmental Study Report (TESR), which will be available for public review at the end of the preliminary design in 2022.</p> <p>Our ongoing work, including supporting field investigations, consultation and preliminary assessments, consultation and documentation are continuing throughout 2021 and will be carried out till the end of 2022.</p> <p>As part of this, a review of previous commitments made in the 2002 Approved EA will be carried forward and built upon through preliminary and detail design stages to ensure all approvals and legislative requirements at both the federal and provincial levels are met.</p> <p>As we continue to refine and evaluate alternatives throughout the preliminary design and EA process, MTO will continue to consult and engage with the public, key stakeholders, regulatory agencies and Indigenous communities to discuss the project and solicit feedback on the design and EA study. The results of these consultations, preliminary EA, design evaluation for the</p>

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						<p>Sincerely,</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>selection of the technically preferred design will be presented to the public at a second PIC (PIC #2) in the fall of 2022.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC-043	[REDACTED]	To: Project Team From: [REDACTED]	Email	Add to CL	05-03-2021	<p>Hello</p> <p>Please add me to the mailing list to receive updates on the Bradford Bypass.</p> <p>Thank you.</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Monday, May 3, 2021 1:25 PM To: [REDACTED] Subject: RE: Bradford Bypass</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p>

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							<p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT-PIC1-044		To: Project Team From: [REDACTED] General Public	Email	Add to CL	05-03-2021	<p>Hello</p> <p>Please add us to the mailing list so that we can get further information on this as it comes in.</p> <p>Thanks</p> <p>[REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Wednesday, May 5, 2021 1:31 PM To: [REDACTED] Subject: RE: 400 to 404 link information</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p>

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CT-PIC1-045	[REDACTED]	To: Project Team From: [REDACTED] General Public	Email	Concerns regarding environmental impacts Impacts of salt Policies and plans and the BBP	05-03-2021	<p>There needs to be stronger protections for the natural environment if this highway is to be built. Proposing wildlife awareness signs on a 400-series highway is a joke and will not help either motorists or wildlife since no one is able to stop or avoid a collision going 100 km/hr. There needs to be continuous wildlife exclusion fencing along the roadway as well as actual wildlife 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.</p> <p>Additionally, I didn't see any mention of mitigating the effects of road salt on adjacent natural areas. Rising chloride levels in the Holland River as well as Lake Simcoe is an increasingly big issue, and creating a highway which will be salted regularly through this area will only exacerbate the problem. Increased chloride levels were seen following the Highway 404 extension and a similar trend will be seen here if this highway is built. There needs to be protection from chloride as well as other contaminants and effective solutions exist to address it; they just need to be implemented rather than the usual design that doesn't mitigate the problem.</p> <p>I hope all applicable land use policies are being followed, including the Lake Simcoe Protection Plan, Greenbelt Plan and Provincial Policy Statement. Also, will there be compensation for</p>	<p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team recognizes your concerns and comments regarding the protection of wildlife and motorists where there is the potential for collisions. The process for selection of the appropriate location, methods of exclusion or wildlife passage opportunities will be refined through consultation and engagement with regulatory agencies (Ministry of Environment Conservation and Parks (MECP); Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMNR); conservation authorities). Using data obtained during the Terrestrial Ecosystems studies, and through consultation with regulatory agencies, the MTO will identify appropriate opportunities and needs for exclusion fencing and wildlife passages.</p> <p>Detailed impact assessments will be completed to document the specific potential for adverse effects to the natural, socio-economic and cultural environments, including those directly linked to a provincial or federal authority (e.g. <i>Greenbelt Plan</i>, <i>Lake Simcoe Protection Act</i>, <i>Provincial Policy Statement</i>, <i>Endangered Species Act</i>, <i>Fisheries Act</i>, <i>Migratory Birds Convention Act</i>, <i>Species at Risk Act</i>, <i>Canadian Navigable Waterways Act</i>). Several provincial and federal agencies (e.g. MECP; MNDMNR; Transport Canada;</p>

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						<p>the natural heritage features lost through this project? Losing a piece of forest/wetland/grassland not removes that piece of habitat, but also weakens the overall system, increases wildlife-human conflict, and decreases carbon sequestration. Are climate impacts being considered and offset? If this highway is built, it will have significant impacts on the the natural environment, and I'm not convinced that everything possible is being done to prevent or mitigate them. Do we really need another highway that's going to further degrade the environment and add to climate change? This could be an opportunity to build an innovative highway with minimal impact, but I don't see any of that in the design considerations.</p>	<p>Fisheries and Oceans Canada; Environment and Climate Change Canada; etc.) will be consulted throughout the preliminary design and subsequent design stages to ensure compliance with federal and provincial legislation/policies.</p> <p>The Bradford Bypass is located within the Lake Simcoe Region Conservation Authority (LSRCA) regulation limits, south of Lake Simcoe. For those stormwater management facilities that may occur within the jurisdiction of the Nottawasaga Valley Conservation Authority and potentially influence the subwatershed, the MTO will apply NVCA water quantity and quality control guidelines.</p> <p>The project will not directly impact Lake Simcoe; however, the MTO will assess impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures. Additionally, the MTO will evaluate the fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures. The studies will be undertaken to satisfy the MTO Environmental Reference for Highway Design, Highway Drainage Design Standards, Drainage Management Manual and other provincial and regulatory requirements.</p> <p>Preliminary design and detail design studies will build upon the environmental commitments from the 2002 Approved EA as it relates to water quality, drainage and stormwater management. The drainage and hydrology engineering studies undertaken for the project will develop an efficient and effective drainage system for the freeway, while addressing potential impacts related to runoff and the change in impervious cover. It is expected that several stormwater management features and infrastructure will be required as part of the design to meet the MTO Highway Design Standards and the very stringent LSRCA requirements for water quantity and quality control of discharges to Lake Simcoe, within the jurisdiction of the LSRCA. In addition, the design of the highway and stormwater management for the highway will meet the provincial legislative requirements for water quality and quantity under the <i>Ontario Water Resources Act</i> and <i>Environmental Protection Act</i>.</p> <p>The Project Team will work closely with municipalities, the MECP, the MNDMNR, and Conservation authorities to discuss mitigation and potential requirements for overall benefit measures to the landscape surrounding the Bradford Bypass, as a result of potential impacts to the natural environment.</p>

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							<p>As part of this Preliminary Design study, MTO will develop a preliminary landscape plan for the refined alternative through consultation with local municipalities and regulatory agencies. The landscape plan will address both municipal and natural environmental requirements and provide preliminary landscaping mitigation, compensation or enhancements within the project corridor to support the MTO's mandate towards meeting climate change and sustainability requirements.</p> <p>The design will be a collaborative process considering inputs from environmental factor-specific specialties to understand existing conditions, develop appropriate recommendations for the conceptual landscape plan that is integrated with the various design components, including the mainline corridor, interchanges, bridges/culverts, stormwater management, sensitive natural areas, aesthetics, and the recommendations from studies such as the snowdrift assessment and cultural heritage assessment.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-046		To: Project Team From: [REDACTED] General Public	New Stakeholder Comment Form	Environmental Concerns	05-03-2021	I am simply very interested in this project because of environmental concerns.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p>

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CT-PIC1-047		To: Project Team From: [REDACTED] General Public	New Stakeholder Comment Form	Impact on Recreation	05-03-2021	I am concerned about the impact of this project on recreational canoeing, kayaking, and boating.	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The design and future construction of the bridges will take into consideration navigability and maintaining proper access to the Holland River and Holland River East Branch.</p> <p>The Project Team is also actively engaging with Transport Canada to design the bridge structures in compliance with the <i>Canadian Navigable Waters Act</i>.</p>

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							<p>As part of this process, the Project Team is seeking input from members of the public regarding information about the types of vessels in use within the Holland River and Holland River East Branch to better inform the design by understanding the existing navigable function of these waterways. If you have specific information on navigational uses, we encourage you to visit the "Contact Us" page on the Project Website and provide more details to the Project Team on navigation. This information is very helpful to the team. With respect to navigation for canoeing, kayaking and boating, the span of the structure will likely be substantially larger than the river itself to accommodate navigability and environmentally sensitive features.</p> <p>We have added you the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-49		To: Project Team From: ██████████ General Public	Email	Environmental Concerns Requesting information on the justification of the project	05-03-2021	<p>The public like me - wants to see the evidence to justify this project - where is the evidence to justify an expensive unnecessary highway. Where are the studies that justify the negative impacts to Lake Simcoe, groundwater, cultural sites possibly archaeological sites, fisheries from Holland River? 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</p> <p>The project was cancelled by a previous government in order to encourage the Barrie GO train. Given more scheduled runs a day and on weekends this train is a much better solution.</p> <p>The cost of this ill conceived 4 lane highway will hurt more than our pocketbooks - how can you put a cost on harms done for the future health of people, the Lake, the watershed, the HOLLAND MARSH AND WHAT FEW CONNECTIVE CORRIDORS STILL EXIST. . Today, Minister Wilkinson announced that the federal government will not be designating the Bradford Bypass for a</p>	<p>Hello ██████████</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Ontario government is addressing current and future transportation needs in Simcoe County and York Region and continues to advance planning for the Bradford Bypass project, a proposed transportation corridor connecting Highway 400 and Highway 404. Both the County of Simcoe and Regional Municipality of York are expected to experience rapid growth over the next 10-20 years and investing in this new 16-kilometre transportation corridor is needed to relieve congestion on existing east-west local roads and provide an improved connection between Highway 400 and Highway 404.</p>

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						<p>Federal Environmental Assessment (EA), though they are designating Highway 413 or GTA West for Federal review.</p> <p>There will be many politicians and special interests that will use this as an opportunity to denigrate concerned citizens who have read the reports and the sorely lacking environmental studies for the Bypass. They will use this as an opportunity to twist the facts to validate studies that are over 20 years old without any consideration of the Lake Simcoe Protection Plan, Greenbelt Plan, climate change or alternatives to the highway. There are others who are eager to cash in and give nods to lobbyists and campaign donors.</p> <p>None of this changes the concerns of thousands of citizens who have sent into appeals to have this highway properly scrutinized or the facts of the case.</p> <p>Climate leaders don't build highways.</p> <p>Governments that are concerned about the environment don't put highways in sensitive ecosystems on the shores of a lake that is in declining health.</p> <p>Leaders who want to improve traffic congestion know that highways only increase congestion because they read the evidence and so they look for alternatives.</p> <p>The politicians who applaud this decision today are not the type of leaders we need to steer towards healthy, sustainable, climate resilient and just communities.</p> <p>Concerned citizens, planners and experts in the field concur that the Bradford Bypass is not in the best interest of the general public. It is in the best interest of developers who want to cash in on their land speculation and sprawling subdivisions.</p> <p>Where are the studies supporting the claims made by the province that say they will take care of Lake Simcoe and the local environment?</p> <p>Where is the evidence this decision was made on?</p> <p>With respect,</p>	<p>The Province is committed to making sure that our transportation system works for all the people of Ontario. The government is keeping its promise to build better public transit. Ontario is moving forward with two-way, all-day service every 15 minutes on key segments of the GO Transit rail network, improving access to transit and convenience for the people of Ontario. Through continued collaboration with Metrolinx and Infrastructure Ontario, the province continues to move forward with critical procurements, including additional infrastructure along all GO rail corridors.</p> <p>Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). Our government is committed to making sure that our transportation system works for all the people of Ontario. That's why we're making historic investments in transit and transportation infrastructure to dramatically expand and enhance the province's transportation network. The Bradford Bypass is one component of this investment in transit and transportation infrastructure.</p> <p>The Project Team acknowledges your concerns regarding the proposed freeway and the potential impact on the natural and cultural environment. As part of this current Preliminary Design and EA Study, the MTO is undertaking 15 environmental studies update and document existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts to meet current environmental legislative requirements. Environmental studies will be undertaken no matter what EA process is followed in order to evaluate potential impacts and identify mitigation measures for environmental protection. The results of these preliminary design studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022, and documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>The Bradford Bypass is located within the Lake Simcoe Region Conservation Authority (LSRCA) regulation limits, south of Lake Simcoe. For those stormwater management facilities that may occur within the jurisdiction of the Nottawasaga Valley Conservation Authority and potentially influence the subwatershed, the MTO will apply NVCA water quantity and quality control guidelines.</p> <p>The project will not directly impact Lake Simcoe; however, the MTO will assess impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and</p>

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							<p>ecological restoration measures. Additionally, the MTO will evaluate the fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures. The studies will be undertaken to satisfy the MTO Environmental Reference for Highway Design, Highway Drainage Design Standards, Drainage Management Manual and other provincial and regulatory requirements.</p> <p>The Project Team will undertake drainage and hydrology engineering studies to develop an efficient and effective drainage system for the freeway, while addressing potential impacts relatives to runoff and the change in impervious cover in consultation with conservation authorities and provincial agencies. Findings from previous studies will be factored into the preliminary design for drainage and stormwater management.</p> <p>It is expected that several stormwater management ponds will be required as part of the design to meet the MTO Highway Design Standards and the very stringent LSRCA requirements for water quantity and quality control of discharges to Lake Simcoe, within the jurisdiction of the LSRCA.</p> <p>The Bradford Bypass is anticipated to cross the Holland Marsh Provincially Significant Wetlands at two points: along the Holland River and Holland River East Branch, for an approximate combined length of one kilometre, amounting to only 0.35 per cent of the entire PSW area. Through the Preliminary Design, the Project Team will carefully consider all impacts to wetland areas and will continue to work with environmental agencies, municipalities and other concerned stakeholders to identify principles and recommendations for mitigating the impacts of placing new or expanded provincial highways within wetland areas. The Preliminary Design will consider minimizing impacts to these wetland areas through engineering refinements and consider the following approaches and strategies:</p> <ul style="list-style-type: none"> • Design refinements implemented in consultation with regulatory agencies including the Ministry of Natural Resources and Forestry and Conservation Authorities (for example: LSRCA, NVCA) to minimize potential impacts, supplement these refinements and develop appropriate mitigation strategies; • Adherence to conditions of environmental approvals applicable to project elements that interact with or influence provincially significant wetlands; • surface water conveyance and management measures; • strategic plantings to enhance the performance of proposed drainage and storm water management measures;

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CT-PIC1-050		To: Project Team From: [REDACTED]	Email		05-03-2021	<p>Dear [REDACTED],</p> <p>Please accept these comments from the [REDACTED] on the Bradford Bypass.</p> <p>This project should not proceed with early works in the fall of 2021. The need for this particular project in this location has not been well justified, and there are too many outstanding questions and studies. The public consultation session did not provide any access to the original EA documents nor to any updated EA studies. Information justifying the need for the project was presented in a general high-level manner without any access to detailed information, such as traffic studies, that were requested numerous times. The purpose of the PIC is stated to be to 'respond to questions and feedback received from stakeholders' however we have received only form email</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>For reference, the 2002 Approved EA for the Bradford Bypass is available on the Project Website by accessing the link below: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p>

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						<p>responses without any substantive information to every single question that has been asked. The public and journalists were not provided with the assumptions behind the 2041 road network scenarios, with MTO stating these are “incomplete” and refusing to provide them, yet they were presented to the public in the PIC as facts in the “considerations for the Bradford Bypass Project.” No information was provided on the growth assumptions used, the study area for the modelling, the projections for commuter or freight trips after COVID 19, or 407 travel times. These models, if accurate, show that the highway cannot solve Bradford or York Region’s congestion problems and that the new highway would be congested as soon as it is built. A proper, public and transparent needs and alternatives assessment is needed with current information and transparent assumptions for traffic, as well as a comparison to 407 road toll restructuring, truck route changes, regional road improvements, and planned or potential improvements to GO transit. It is not clear whether any of these were considered in the “road network without Bradford Bypass” scenario. These alternatives to the project need to be considered fully with updated traffic information, and transparent assumptions and study areas. Until these are provided to the public the PIC is unacceptable. Given the scale of the project, and the lack of information during the public consultation process, a 30 day public review of the TESR study is not adequate. It is not clear if the fall 2022 consultation will take place before or after the TESR updates are completed. Public consultations need to take place and questions need to be answered AFTER updated studies are made available and need to provide a reasonable time for the public to comment, in line with the scale and intensity of the project. Impacts to Lake Simcoe, groundwater, climate, archaeological and cultural sites, Federal fisheries, and human health are inadequately studied; therefore respondents to this consultation can only say we want to see current studies that address these concerns. To decide on a route refinement before these studies are complete is an irresponsible approach. It is impossible to comment on the proposed mitigation measures since basic engineering, surface and groundwater quality, hydrology, air quality, noise and terrestrial and aquatic wildlife surveys have not been completed or provided for public comment. What mitigation might be appropriate depends entirely on the findings in a fully updated TESR and DCR. Once these are provided to the public for review, we would like</p>	<p>With respect to traffic studies and travel information, the travel time savings were calculated using the Provincial Greater Golden Horseshoe Transportation Model (GGHM) by comparing scenarios with and without the new corridor in place. The model considers population and employment targets by region, as identified in the <i>Places to Grow Act</i>, and incorporates future projects including transit improvements and other infrastructure projects.</p> <p>The purpose of the proposed Bradford Bypass is to improve connectivity to the region as well as to provide capacity to accommodate future demand in the region. The new freeway will relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and support urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404.</p> <p>Significant population growth is projected for both Simcoe County, with an estimated increase to 416,000 residents by 2031; and the Regional Municipality of York estimated increase to 1.79 million residents by 2041. The Bradford Bypass has been proposed as a response to this dramatic growth in population and travel demand in the area, and the forecasted increase in congestion on key east-west roadways linking Highway 400 to Highway 404. The “2019 Places to Grow: Growth Plan for the Greater Golden Horseshoe” enacted by the Government of Ontario identifies, and supports planned transportation corridors that are required to meet projected travel demand needs, including the proposed Bradford Bypass.</p> <p>Traffic projections utilizing population and employment densities are derived from the Provincial Greater Golden Horseshoe Transportation Model, which considers population and employment targets by region, as identified in the <i>Places to Grow Act</i>.</p> <p>Scenarios assessed using the model include Existing Conditions Network, 2041 No Build Scenario, and 2041 Build Scenarios.</p> <p>The 2041 Build and No Build scenarios assume all committed and funded future projects within the wider study area are implemented and in place, including transit improvements and accounting for potential travel mode shift due to these improvements. Under the Build scenario, the base preferred 2041 configuration is coded with the planned connections in place. Under the No Build scenario, no corridor is coded. Travel times under each scenario are calculated and compared to obtain the anticipated travel time savings.</p> <p>The 2041 horizon year travel time savings of 10-35 minutes are calculated based on the time of day and origin/destination within the limits of the</p>

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						<p>another opportunity to comment on what proposed mitigation should look like. The original EA failed to include much of this information and a lot of this information will change if the highway is proposed to be six instead of four lanes. The PIC material is unclear whether it uses 4 or six lanes for many of the sections.</p> <p>In terms of preliminary comments on the design, we oppose the interchange at Bathurst Street, as this would destroy large portions of the wood lot and wetland area. Overall, the number of interchanges should be minimized or limited to the 404 and 400 interchanges to ensure that the highway is used for its intended purpose of facilitating long-distance travel and does not contribute to congestion on local roadways. However it is impossible to comment on the design in detail without more information on the size of the proposed highway, and the potential impacts on health and the environment including water quality and wildlife.</p> <p>This highway project was canceled by a previous government because they wanted to encourage the use of the Barrie GO train. That has likely addressed most of the originally anticipated travel demand.</p> <p>Sincerely, [REDACTED]</p>	<p>corridor using an area-wide transportation model. The model compared scenarios, with and without the Bradford Bypass corridor in place, for various key origin and destination locations, including municipal centers within the region.</p> <p>The Preliminary Design and Environmental Assessment of the Bradford Bypass includes proposed interchanges at County Road 4, Bathurst Street and Leslie Street. These interchange locations were identified in the 2002 Approved EA which were developed, evaluated, and selected through the evaluation process. More information on these interchanges can be found in the PIC #1 materials here: https://www.bradfordbypass.ca/pic1/.</p> <p>The traffic demand assessment carried out as part of this study confirmed the locations of the proposed interchanges would service the provincial needs. Interchange configuration refinements at the proposed locations within the Study Area are being considered during the current study based on 5 broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p> <p>It is noted that municipalities within the Study Area of the Bradford Bypass have generated Official and Transportation Master Plans based on the proposed Bradford Bypass as per the approved EA (2002) in order to address traffic demand as a result of population and employment growth projections. As a result, the Project Team will continue to engage municipalities and will support future municipal interchange initiatives.</p> <p>The government is keeping its promise to build better public transit. Ontario is moving forward with two-way, all-day service every 15 minutes on key segments of the GO Transit rail network, improving access to transit and convenience for the people of Ontario. Through continued collaboration with Metrolinx and Infrastructure Ontario, the province continues to move forward with critical procurements, including additional infrastructure along all GO rail corridors.</p> <p>The Project Team acknowledges your concerns regarding the proposed freeway and the potential impact on the natural and cultural environment. As part of this current Preliminary Design and EA Study, the MTO is undertaking 15 environmental studies update and document existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts to meet current environmental legislative requirements. Environmental studies will be undertaken no matter what EA process is followed in order to evaluate potential impacts and identify mitigation measures for environmental protection.</p>

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							<p>MTO will assess impacts with respect to the Lake Simcoe Protection Act and Lake Simcoe Protection Plan through consideration of:</p> <ul style="list-style-type: none"> • Surface water, stormwater & groundwater management, Drainage, Hydrology, fluvial and erosion and sediment control, and Soil and Groundwater Contaminations to support ecological health, and water quality and quantity protections within the Lake Simcoe watershed • Natural Sciences for Fisheries, Terrestrial Ecosystems, Species at Risk, Landscaping, Ecological Restoration and Invasive Species Management to protect fish and fish habitat, sensitive natural areas and species, as well as aligning with management strategies for invasive species occurring within the project limits • Socio-Economics, Land Use and Agriculture along with consultation and engagement as it relates to land and water uses, future developments and opportunities for recreation • Legislative requirements will be considered throughout study and involve consultation and cooperation with regulatory agencies to meet legislative requirements for the project and also obtain the necessary provincial and federal approvals. • Consultation and Engagement is an on-going process throughout each phase of design with municipalities, agencies, indigenous communities and stakeholders. Committee and advisory group meetings are being established to give better opportunities for conversations between the project team and those with key interests in the project. • Design & Construction Environmental Management plans for Monitoring and Mitigation • Design, Construction, Lifecycle operation and management of the highway <p>The results of these Preliminary Design studies will be presented as part of the next PIC (PIC #2) to be held during the fall of 2022, and documented then further documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>The Project Team is identifying opportunities for early works as part of this project. Currently, MTO is preparing to advance early works, which includes a grade separation at County Road 4/Yonge Street. Some of the other early works activities that are currently being considered could include new bridge construction, bridge replacement or expansion, fencing, grading works or utility relocation. Prior to the commencement of any early works, MTO is still required to gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous peoples, and document decision-</p>

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							<p>making. Other provincial and federal legislative and permitting processes would still apply.</p> <p>The Project Team is establishing targeted project committees to work and communicate directly with representatives from the Project Team to discuss opportunities, concerns, needs, issues and risks related to the Bradford Bypass. These three (3) groups are:</p> <ul style="list-style-type: none"> Community, Greenbelt and Environment Committee (CGEC) Municipal Advisory Committee (MAC) Government Advisory Committee (GAC) <p>A representative from the Rescue Lake Simcoe Coalition (RLSC) will be invited to participate as a member of the CGEC group session.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study, and we look forward to the RLSC's participation in the upcoming community group session. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email. The next public information center will be scheduled prior to the completion of the Transportation Environmental Study Report as the TESR will document the EA study, preliminary design and consultation process currently being undertaken. The TESR will be made available for a 30-day public review period in accordance with the MTO Class EA process.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-51		<p>To: Project Team</p> <p>From: [REDACTED]</p>	New Stakeholder Comment Form	Add to CL	05-05-2021	Add to CL	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Wednesday, May 5, 2021 2:32 PM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p>

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							<p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-52		To: Project Team From: [REDACTED]	Email	Input from LSRCA	05-05-2021	<p>Good morning:</p> <p>Thank-you for consulting on the Environmental Assessment for the proposed 16.2 km Highway 400- Highway 404 Link (Bradford Bypass). The proposed highway extends from Highway 400, parallel between Line 8 and 9 in Bradford West Gwillimbury, crosses through King and connects to Highway 404 between Queensville Sideroad and Holborn Road in East Gwillimbury .</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p>

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						<p>Within the study area there are 11 locations within the area of interest for LSRCA, as listed below and shown on the attached corresponding series of maps:</p> <p>Location 1</p> <p>At this location the highway crosses Frasier Creek watercourse and its associated flooding and erosion hazard. There is also an identified Wetland and Significant Groundwater Recharge area.</p> <p>Location 2</p> <p>This location has an identified watercourse (Frasier Creek) and associated erosion hazard limit.</p> <p>Location 3</p> <p>A wetland feature adjacent to Frasier Creek exists at this location. Based on the design, the wetland area is being avoided.</p> <p>Location 4</p> <p>A watercourse, erosion hazard and wetland existing at this location. The area is also identified as a significant ground water recharge area.</p> <p>Location 5</p> <p>This location contains a watercourse with associated erosion hazard limit.</p> <p>Location 6</p> <p>Within this section there is, provincially significant wetland, non evaluated wetlands (as identified by the Ministry of Natural Resources and Forestry), floodplain, and erosion hazard. Given this area will require a Metrolinx crossing, as well as a crossing for East Holland River, we would recommend spanning the entire wetland and watercourse feature.</p> <p>Location 7</p>	<p>The Project Team appreciates and acknowledges your comments on behalf of the Lake Simcoe Regional Conservation Authority, regarding areas of interest within the proposed study area. We have made note of the locations and the environmental features you have identified, and this information will be included as part of our environmental studies and technical reports.</p> <p>The Bradford Bypass is anticipated to cross the Holland Marsh Provincially Significant Wetlands at two points: along the Holland River and Holland River East Branch, for an approximate combined length of one kilometre, amounting to only 0.35 per cent of the entire PSW area. Through the Preliminary Design, the Project Team will carefully consider all impacts to wetland areas and will continue to work with environmental agencies, municipalities and other concerned stakeholders to identify principles and recommendations for mitigating the impacts of placing new or expanded provincial highways within wetland areas. The Preliminary Design will consider minimizing impacts to these wetland areas through engineering refinements and consider the following approaches and strategies:</p> <ul style="list-style-type: none"> Design refinements implemented in consultation with regulatory agencies including the Ministry of Natural Resources and Forestry and Conservation Authorities (for example: Lake Simcoe Region Conservation Authority, Nottawasaga Valley Conservation Authority) to minimize potential impacts, supplement these refinements and develop appropriate mitigation strategies; Adherence to conditions of environmental approvals applicable to project elements that interact with or influence provincially significant wetlands; surface water conveyance and management measures; strategic plantings to enhance the performance of proposed drainage and storm water management measures; erosion and sediment control measures to be implemented during construction; restricting construction-related activities to avoid sensitive periods for aquatic and wildlife species during life cycle stages; measures for spill control/containment/contingency plans; and, a construction inspection and monitoring plan, including use of qualified personnel, reporting and response procedures. <p>In addition, the MTO will work to understand and avoid where possible any potential impacts to Species at Risk within provincially significant wetland areas. Should potential impacts be confirmed to threatened or endangered</p>

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						<p>This area includes, provincially significant and non evaluated wetland, Simcoe Greenlands, floodplain and erosion hazard limits. The area is also identified as significant groundwater recharge area.</p> <p>Location 8</p> <p>Floodplain, provincially significant wetland, unevaluated wetland, watercourse and associated erosion hazard limit.</p> <p>Location 9</p> <p>Two watercourse crossings of the Holborn Drain and the Ravenshoe/Boag Drain exist at this location.</p> <p>Location 10</p> <p>Erosion hazard limits of Ravenshoe/Boag Drain are within this stretch.</p> <p>Location 11</p> <p>This area contains a watercourse (Ravenshoe/Boag Drain) and associated erosion hazard limit, wetland.</p> <p>The LSRCA provides the following suggestions to avoid or mitigate impacts associated with the proposed highway development within our areas of interest:</p> <ul style="list-style-type: none"> • Wherever possible, the floodplains, valleylands 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 a incremental cut • All culverts be properly embedded and sized to avoid erosion of the banks 	<p>species, the MTO will work with the MECP to obtain a permit under the Ontario Endangered Species Act. The permitting process may include additional mitigation and / or monitoring conditions, and consultation requirements as environmental conditions to the project.</p> <p>Based on the Preliminary Design of the Preferred Route, a Drainage and Hydrology Assessment and Groundwater Impact Assessment will be completed as part of the study to identify potential impacts of highway runoff and stormwater on surface water and groundwater and develop appropriate mitigation measures to protect the Holland River watershed.</p> <p>The Drainage and Hydrology Assessment for Preliminary Design of the Preferred route is undertaken according to MTO's Environmental Reference for Highway Design (ERHD, 2013) and will include development of a Drainage Report to summarize stormwater management components, hydrologic/hydraulic assessments, proposed mitigation measures and Preliminary Design recommendations for potential stormwater management facilities (e.g. stormwater management ponds). Lake Simcoe Region Conservation Authority (LSRCA) and Nottawasaga Valley Conservation Authority (NVCA) will be consulted throughout the study to maintain alignment with currently policies and practices for the watershed.</p> <p>The Groundwater Impact Assessment for Preliminary Design of the Preferred route is undertaken according to MTO's ERHD and will include a desktop review of well records available from the Ontario Ministry of Environment, Conservation and Parks (MECP) as well as geological and hydrogeological maps and reports from secondary sources. Based on the information collected, the Project Team will verify the need and type of approval required for groundwater taking (i.e. MECP Environmental Activity and Sector Registry (EASR), Category 2 Permit-to-Take-Water (PTTW) or Category 3 PTTW). The required registration/permit will be obtained during the subsequent design phase of the study (detailed design).</p> <p>The Project Team will continue to communicate with the LSRCA as the project advances. We are establishing targeted community and advisory groups with sessions commencing in 2021. We would like to invite a representative from the LSRCA to participate in the Governmental Advisory Group. Please let us know if this would be yourself or another member of the LSRCA. Going forward, an Ontario Government Notice (OGN) announcing the date of the future PIC #2 will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

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						<ul style="list-style-type: none"> Proper erosion and sediment control measures be undertaken to prevent sediment migration and impact to watercourses <p>Given the Ministry of Transportation is performing its functions for or on behalf of the Government of Ontario, Section 28 of the Conservation Authorities Act is not application. However we recommend further consultation through the detail detailed and undertaking or environmental discipline studies which will be carried out through the Preliminary Design including:</p> <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; 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); and, 	<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions or wish to meet directly with the Project Team, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC1-53		To: Project Team [REDACTED]	New Stakeholder Comment Form	Species at Risk Farmland Loss	05-04-2021	<p>Hello,</p> <p>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? What are the plans to mitigate noise and light pollution? How will runoff be dealt with? Where will the food that the region requires for a growing population be grown? How will greenhouse gas emissions be reduced? How will local produce be grown locally if local farm land is paved over?</p> <p>Thank you very much. I look forward to learning how this project will safeguard the community.</p> <p>0</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements. These studies include:</p> <ul style="list-style-type: none"> Terrestrial Ecosystems Existing Conditions and Impact Assessment Report (including an assessment of vegetation and vegetation communities, wildlife and wildlife habitat, species at risk and designated natural areas). The process for selection of the appropriate location, methods of exclusion or wildlife passage opportunities will be refined through consultation and engagement with regulatory agencies (Ministry of Environment Conservation and Parks (MECP); Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMRNF); conservation authorities). Using data obtained

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							<p>during the Terrestrial Ecosystems studies, and through consultation with regulatory agencies, the MTO will identify appropriate opportunities and needs for exclusion fencing and wildlife passages.</p> <ul style="list-style-type: none"> • Noise and Vibration Impact Assessment: To determine the likely sources of noise from the development, predicting the overall impact of such noise sources on the sensitive receivers in the area and provided mitigation advice. • Air Quality Impact Assessment: To determine the potential changes in comprehensive local and regional air quality and greenhouse gas emissions and recommend mitigation measures/future commitments. • Drainage and Hydrology: Methods to identify and quantify the flow or volume of water in a river or stream, over land, or in soils. The Project Team will evaluate potential impacts and develop mitigation measures to avoid and minimize potential impacts within the study area. • Agricultural Impact Assessment: To identify potential impacts to agricultural areas/local farmers and recommend mitigation measures/future commitments. This assessment will include direct consultation with local farming communities. <p>The studies above are part of the wide range of comprehensive environmental studies related to natural, socio-economic, cultural and engineering design studies being undertaken for the project. The various environmental studies will update and document existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts to meet current environmental legislative requirements. Environmental studies will be undertaken no matter what EA process is followed in order to evaluate potential impacts and identify mitigation measures for environmental protection.</p> <p>The results of these studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022, and documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

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							<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC-54		To: Project Team From: [REDACTED]	Email	Potential threats to migratory birds	05-05-2021	<p>Good afternoon [REDACTED] and review team,</p> <p>[REDACTED] is an organization aimed at protecting the lives of birds which are integral to our ecosystems.</p> <p>The team behind [REDACTED] focuses primarily on preventing bird-window collisions by raising awareness on this serious threat to migratory birds. We saw the need to write on this important issue, as it will also affect migratory birds. Our volunteers reported the notice regarding the Bradford Bypass proposal and so we wanted to provide a few comments:</p> <p>The proposal should be carefully considered in terms of its impact on the surrounding wildlife. All negative impacts due to the construction and use of this bypass should be taken into consideration.</p> <p>From reading Ecojustice's opinion on the matter, we have serious concerns that the bypass should go ahead at all: A news release from Ecojustice, representing a number of environmental and community groups, described the Environmental Assessment conducted for the project in 1997 as superficial, arguing it did not consider cumulative effects, climate change, or the impacts on natural heritage, migratory birds, fisheries, First Nations cultural heritage or air pollution, in detail. They argued that the significant impact on federally protected endangered species, migratory birds and aquatic life that will be caused by the highway, along with the associated increase in carbon emissions and strong local opposition to the project, all meet the conditions for a federal EA.</p> <p>Other options or routes for this project should be deliberated in order to prevent undue harm to species living in the wetlands and vicinity of the proposed Bradford Bypass.</p> <p>Additionally, preventative measures such as those demonstrated by the Ontario Road Ecology Group should be evaluated for this</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements.</p> <p>To address environmental commitments and conditions of the 2002 Approved EA related to terrestrial ecosystems and Species at Risk, including the specific requirement to evaluate potential wildlife crossings, the MTO will undertake a number of studies during the Preliminary Design. These studies include Terrestrial Ecosystems Existing Conditions and Impact Assessment Report including an assessment of vegetation and vegetation communities, wildlife and wildlife habitat, species at risk and designated natural areas. The terrestrial ecosystems assessment study and outcomes will be presented at PIC #2 and in the EA documentation.</p> <p>The MTO undertook advanced work prior to the preliminary design to update information related to Species at Risk (or SAR), and their habitat that may potentially occur within the project limits. Several sensitive species have the potential to be present within the study area, based on information gathered through the NHIC database, and consultation with Ministry of Natural Resources and Forestry, and MECP in early 2020. Sensitive species are those afforded protection under the relevant policies/legislation (<i>Endangered Species Act (ESA)</i>, <i>Migratory Birds Convention Act (MBCA)</i>, <i>Species at Risk Act (SARA)</i>).</p> <p>The MTO will continue field investigations initiated in 2020 to confirm species and habitats within the study area, identify constraints, assess potential impacts, and work with the design team to avoid potential impacts to SAR and their habitat where possible. Protection and mitigation measures will be implemented where practical and in consideration of the design evaluation</p>

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						<p>project, should it be approved. The safety of surrounding wildlife should be a top priority of the planning team behind the Bradford Bypass.</p> <p>Thank you for your time and consideration, [REDACTED]</p>	<p>criteria and legislative requirements. The MTO will aim to balance the technical and environmental constraints for the proposed design refinements and alternatives.</p> <p>Where required by MECP, or the needs of the project, species-specific surveys will be conducted by technical specialists during the appropriate season and design phase to confirm the presence of SAR or SAR habitat that may be impacted by the proposed works. This will further refine the potential or anticipated species-specific impacts and allow for development of species-specific mitigation strategies, which will be carried forward as environmental commitments, and requirements for environmental approvals, design refinements and construction measures.</p> <p>Where potential impacts to endangered or threatened species are identified, the MTO will work with regulatory agencies to meet the legislative requirements of the ESA and SARA. If required, the MTO will obtain the necessary permit or approvals for the project. The conditions of approvals, which may include mitigation and/or monitoring conditions, and consultation requirements, will become part of the environmental commitments for the project.</p> <p>The MTO recognizes that the species at risk legislation is updated regularly, and a species may be reclassified at any time. Should any species occurring within the study area be reclassified as either federal or provincial SAR prior to completion of the project, the MTO will consult with the regulatory agency for which the provincial and/or federal legislation applies, to confirm the legislative requirements. This may include changes to studies, impact assessments and mitigation strategies, and approval requirements.</p> <p>The process for selection of the appropriate location, methods of exclusion or wildlife passage opportunities will be refined through consultation and engagement with regulatory agencies (Ministry of Environment Conservation and Parks (MECP); Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMRNF); conservation authorities). Using data obtained during the Terrestrial Ecosystems studies, and through consultation with regulatory agencies, the MTO will identify appropriate opportunities and needs for exclusion fencing and wildlife passages.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area.</p>

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							<p>Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC-55		To: Project Team From: [REDACTED]	PIC 1 Comment Form	Update environmental studies More information for the PIC	05-05-2021	<p>The Public Information Centre content available on the Bradford Bypass Project Website is lacking in studies and concrete data. However, the environmental impacts of the potential highway as described are very concerning. Despite being a daily commuter from the area, the health of the Lake Simcoe watershed is of the greatest importance to me including protecting natural areas, water quality, and species at risk. The government had previously announced a plan to proceed with "early works" for the Bradford Bypass in Fall 2021 before the environmental assessment process and the Preliminary Design is completed (the website indicates that these will be finished in Spring 2023). Proceeding with early works before the environmental assessment process is unacceptable. All the needed studies must be complete so that citizens can understand the environmental impacts and the potential effectiveness of mitigation measures before there is any disturbance to the sensitive natural areas along the proposed highway route. More information is needed on the effectiveness of the planned highway. What assurances are there that this highway project will not simply create more bottlenecks for traffic and bring more idling cars to the community? Further, what assurance is there that the mitigation measures that would best protect the environment in the construction of this highway will be utilized over less expensive options? It is stated that the Bradford Bypass is necessary to accommodate the "massive" population growth that is anticipated in the upcoming decades. This projected population growth seems at odds with what we know is needed to protect the health of the Lake Simcoe watershed as outlined in the Lake Simcoe Protect Plan. It is disappointing that the only solution presented to alleviate traffic "congestion" in the area is to fragment environmentally protected areas of the Greenbelt including irreplaceable provincially significant wetland. Please provide up-to-date information, studies and data so residents can more accurately understand the impact of this highway on our community and comment accordingly.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges your concerns regarding the proposed freeway and the potential impact on the natural environment. As part of this current EA Study, 15 environmental studies are being undertaken update existing conditions, to identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts. Environmental studies will be undertaken no matter what EA process is followed in order to evaluate potential impacts and identify mitigation measures for environmental protection. One of the comprehensive environmental studies being undertaken will be documented in a Terrestrial Ecosystems Existing Conditions and Impact Assessment Report (including an assessment of vegetation and vegetation communities, wetlands, wildlife and wildlife habitat, species at risk and designated natural areas).</p> <p>The results of these studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022, and documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>The Bradford Bypass is located within the Lake Simcoe Region Conservation Authority (LSRCA) regulation limits, south of Lake Simcoe. For those stormwater management facilities that may occur within the jurisdiction of the Nottawasaga Valley Conservation Authority and potentially influence the subwatershed, the MTO will apply NVCA water quantity and quality control guidelines.</p> <p>The project will not directly impact Lake Simcoe; however, the MTO will assess impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe</p>

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							<p>Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures. Additionally, the MTO will evaluate the fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures. The studies will be undertaken to satisfy the MTO Environmental Reference for Highway Design, Highway Drainage Design Standards, Drainage Management Manual and other provincial and regulatory requirements.</p> <p>The Project Team will undertake drainage and hydrology engineering studies to develop an efficient and effective drainage system for the freeway, while addressing potential impacts relatives to runoff and the change in impervious cover in consultation with conservation authorities and provincial agencies. Findings from previous studies will be factored into the preliminary design for drainage and stormwater management.</p> <p>It is expected that several stormwater management ponds will be required as part of the design to meet the MTO Highway Design Standards and the very stringent LSRCA requirements for water quantity and quality control of discharges to Lake Simcoe, within the jurisdiction of the LSRCA.</p> <p>The Preliminary Design and Environmental Assessment of the Bradford Bypass includes proposed interchanges at County Road 4, Bathurst Street and Leslie Street. These interchange locations were identified in the 2002 Approved EA which were developed, evaluated, and selected through the evaluation process.</p> <p>The traffic demand assessment carried out as part of this study confirmed the locations of the proposed interchanges would service the provincial needs. Interchange configuration refinements at the proposed locations within the Study Area are being considered during the current study based on 5 broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p> <p>It is noted that municipalities within the Study Area of the Bradford Bypass have generated Official and Transportation Master Plans based on the proposed Bradford Bypass as per the approved EA (2002) in order to address traffic demand as a result of population and employment growth projections. As a result, the Project Team will continue to engage municipalities and will support future municipal interchange initiatives.</p> <p>MTO is undertaking a Traffic Study as part of the Preliminary Design and EA study. Travel time savings and projections were calculated using the Provincial</p>

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							<p>Greater Golden Horseshoe Model (GGHM) by comparing scenarios with and without the Bradford Bypass corridor in place. This assessment includes various key origin and destination locations within the corridor including municipal centres in the region. The model accounts for population and employment targets by region, as identified in the <i>Places to Grow Act</i>.</p> <p>Scenarios include: Existing Conditions Network, 2041 No Build Scenario, and 2041 Build Scenarios. Travel times under each scenario are calculated and compared to obtain the anticipated travel time savings.</p> <p>We have added you the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC-55		To: Project Team From: [REDACTED]	Email	Material used for the surface of the highway	05-06-2021	<p>Hello [REDACTED]</p> <p>I was wondering what material was planning to be used for the surface of the highway. In East Gwillimbury we've had excessive noise complaints caused the surface of the 404 extension to Keswick. Noise barriers were put up in the populated areas of Sharon but nothing was done for the rural home owners. although there are very few of us homeowners living close to the proposed route we would still like noise to be addressed. Thank you for your consideration. [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>A Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide.</p> <p>Construction-related noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified</p>

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							<p>Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>In addition, the MTO is continuously finding innovative opportunities to address noise mitigation efforts through engineering of various types and enhancements of engineering materials, construction technologies/ enhancements, and pavement structures (such as quiet pavements) which will be factored into this Preliminary Design study, and further examined during the subsequent Detail Design phase. The Project Team provided details on this during the East Gwillimbury council presentation on July 27, 2021. We encourage you to view the recorded session through the town website for additional information.</p> <p>We have added you the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC-56		To: Project Team From: [REDACTED]	PIC 1 Comment Form	Issues with the options presented Changes to the survey in the PIC materials	05-06-2021	<p>I wish to object to the options in the answers to questions 6 and 7 on the survey. The questions are regarding travel on the proposed Bypass. For instance: How often do you anticipate using the Bradford Bypass for [] travel? The answer options include: Frequently/Occasionally/Rarely/Not Applicable. There is no option for never or I do not think the bypass should be built and therefore I do not need to take this route. This is an entirely applicable response for those of us who travel through this corridor and you are kneecapping/biasing results by refusing to acknowledge it as an option. I wish it to be registered in this survey that there are issues with the questions/offered responses. The proposed route runs through land that is environmentally sensitive, land used for agricultural purposes. We do not need this highway in order to travel through this region now or in the future.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Thank you for your feedback regarding the answer options on the survey on the Project Website. The "Not Applicable" option was provided to capture those individuals who did not plan to use the proposed Bradford Bypass for a variety of reasons. Please note that the Project Team acknowledges your opposition of the project and we will consider your feedback for any future surveys that may be conducted as part of this study.</p>

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							<p>We have added you the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC-57		To: Project Team From: [REDACTED]	PIC 1 Comment Form	Noise mitigation Wildlife fencing	05-06-2021	<p>Under initial design updates section 4, you say that the road has been shifted 10 meters to the north between the 10th side rd and RR#4. This does not seem like it would be much help for the people living very close. I did not see much discussion of noise barriers under mitigation. You also mention pavement engineering but don't talk about what it would be. The noise level of the pavement /cement on highway 404 north of Green lane is horrendous and hurts my ears everytime I drive on it. People living in Sharon also find it terrible. Please don't use the same type of surface for this road. Under section 3 you mention a saving of 35 minutes attributable to the bypass. I drove from Rd 88 and the 400 to Queensville side Rd and 404 in 22 minutes. How could I save 35 minutes, by arriving before I left? In section 7 you talk about wildlife fencing. Would it be along the entire route or only certain areas. Would it include reptile and amphibian fencing? The size of interchanges in Ontario are always very large. In the U.S they often have much more minimal interchanges. The interchange at Bathurst street is in a sensitive area would it be a full blown interchange?</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The centerline or 'middle' of the BBP will be approximately 50-60m from the edge of the right-of-way. Refinement alternative 1 proposes a slight northerly shift of the freeway alignment in proximity to Wyman Crescent/Chelsea Crescent, creating more separation between the freeway and developed lands to the south of the freeway right-of-way, compared to the 2002 Approved EA alignment. The refinement of the freeway alignment geometry considers environmental and engineering design constraints. The preferred alternative to the preliminary design with details in the area of Wyman Crescent/Chelsea Crescent will be presented at PIC #2, and available for public review and comment. Building upon the preliminary design and EA study, further refinement of the design will be carried out and finalized during the detail design phase.</p> <p>Regarding your comment on noise levels and their relation to pavement type, a Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation</p>

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							<p>to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide.</p> <p>In addition, the MTO is continuously finding innovative opportunities to address noise mitigation efforts through engineering of various types and enhancements of engineering materials, construction technologies/ enhancements, and pavement structures (such as quiet pavements) which will be factored into the appropriate design phase. The Project Team provided details on this during the East Gwillimbury council presentation on July 27, 2021. We encourage you to view the recorded session through the town website for additional information.</p> <p>Construction-related noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>MTO is undertaking a Traffic Study as part of the Preliminary Design and EA study. Travel time savings and projections were calculated using the Provincial Greater Golden Horseshoe Model (GGHM) by comparing scenarios with and without the Bradford Bypass corridor in place. This assessment includes various key origin and destination locations within the corridor including municipal centres in the region. The model accounts for population and employment targets by region, as identified in the <i>Places to Grow Act</i>.</p> <p>Scenarios include: Existing Conditions Network, 2041 No Build Scenario, and 2041 Build Scenarios. Travel times under each scenario are calculated and compared to obtain the anticipated travel time savings. To clarify, travel time savings are not an average of 35 minutes, but rather a range between 10-35 minutes. Travel time savings are calculated utilizing the scenarios above based on the time of day and key origin and destination locations identified using an area-wide transportation model (with a 2041 horizon year).</p> <p>The process for selection of the appropriate location, methods of exclusion or wildlife passage opportunities will be refined through consultation and engagement with regulatory agencies (Ministry of Environment Conservation and Parks (MECP); Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMRNF); conservation authorities). Using data obtained during the Terrestrial Ecosystems studies, and through consultation with regulatory agencies, the MTO will identify appropriate opportunities and needs for exclusion fencing and wildlife passages.</p>

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							<p>As we are currently in the Preliminary Design phase of the project, we are reviewing refinement alternatives and designs, including the proposed design for the Bathurst Street interchange. More information on this interchange can be viewed here: https://www.bradfordbypass.ca/2021/04/12/16-bathurst-street-interchange/. Proposed interchanges were identified and selected during the 2002 Approved EA study to allow improved access to the freeway to local residents and visitors to the local communities. The Project Team is engaged with local municipalities to gain feedback on the locations and designs of the proposed interchanges to ensure that they are in line with municipal and regional initiatives and goals.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC-58		To: Project Team From: [REDACTED]	Email	More information and details within the PIC materials	05-06-2021	<p>There is no quantitative information here to be able to fully grasp and understand what is being proposed, potential impacts and how effective any mitigation measures may be. As a member of the public I am completely and utterly unable to make any informed decisions as to whether or not I could support or not support this project. There are no references to any sources of information or links. Are you asking the public to accept the highway upon blind faith? Also trying to shoehorn route from 24 yr. old approval, how much does the route have to change for the EA approval to be null and void?</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges your concerns regarding the proposed freeway and receiving more information. Information on the study, including previous EA reports, study timeline and process can be found through the Project Website (www.bradfordbypass.ca).</p> <p>In advance of the Preliminary Design, updates to the 2002 Approved EA were undertaken in 2019 to 2020 for Archaeology, Built Heritage, Fisheries, Groundwater, Land Use Factors, Terrestrial Ecosystems, and Waste and Contamination. Based on the findings of this work, an update to the</p>

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							<p>environmental commitments to future work was noted and will be carried forward through Preliminary Design.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements. The 15 environmental studies are being undertaken to update existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts. Environmental studies will be undertaken no matter what EA process is followed in order to evaluate potential impacts and identify mitigation measures for environmental protection (refer to MECF Policy Proposal https://ero.ontario.ca/notice/019-1883 for further details). The results of these studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022, and documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>As you are already on the Project Contact List and you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience</p>
CT-PIC-59		To: Project Team From: [REDACTED]	Email	Consider public transit Concerns with species at risk	05-06-2021	<p>I have reviewed the information and am pleased to see the considerations for wildlife. My worry is that although this proposal does address destruction of habitat, eco-passages and fencing, what are the actual plans?</p> <p>In #9 (Holland River Bridge) and #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.</p> <p>The proposal discusses "species at risk". How did these animals become "at risk"? Human activity - destruction of habitat, pollution, vehicle collisions, to name a few. Building this highway will only contribute to this issue. Wouldn't humans be smarter to put the money towards public transport rather than lining the pockets of construction moguls and pandering to people who</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>To address environmental commitments and conditions of the 2002 Approved EA related to terrestrial ecosystems and Species at Risk, including the specific requirement to evaluate potential wildlife crossings, the MTO will undertake a number of studies during the Preliminary Design. These studies include Terrestrial Ecosystems Existing Conditions and Impact Assessment Report including an assessment of vegetation and vegetation communities, wildlife and wildlife habitat, species at risk and designated natural areas. The</p>

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						<p>want to get somewhere faster? Will it be too late when governments realize that our survival is closely linked to the survival of all critters? I have lived, worked, and played in this area for 40 years. There is no need for this highway. And I stress "need". Need and want are 2 very different things.</p> <p>When the proposal discusses eco-passages and fencing, that's great. However, how many, what form, and in what areas are they going to be? What companies have been consulted? Please consult the 4 sites that I have included. One is from the Ministry and 3 are from companies that work with governments in planning cost-effective, eco-friendly projects that respect wildlife habitats:</p> <p>http://www.roadsandwildlife.org/data/files/Documents/MTOEnvironmentalGuideforWildlifeMitigationFinal2015-ENGLISH(1).pdf</p> <p>https://www.aic.ca/wildlife-crossings-and-fish-passages/</p> <p>https://arc-solutions.org/new-solutions/</p> <p>https://eco-kare.com/about/</p> <p>I would appreciate answers to the questions I have asked. As you can see, I am a wildlife rehabber. However, what you might not realize is that all the work I do is volunteer. Why? Because it isn't just a hobby, it's because I know how important all the critters are in our world - they all have valuable jobs that keep humans healthy and alive.</p>	<p>terrestrial ecosystems assessment study and outcomes will be presented at PIC #2 and in the EA documentation.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements. These studies include Terrestrial Ecosystems Existing Conditions and Impact Assessment Report (including an assessment of vegetation and vegetation communities, wildlife and wildlife habitat, species at risk and designated natural areas). As part of the EA process, the terrestrial ecosystems assessment study and outcomes will be presented at PIC #2 and in the EA documentation, which will be made available for public review in accordance with Class EA requirements.</p> <p>The MTO undertook advanced work prior to the preliminary design to update information related to Species at Risk (or SAR), and their habitat that may potentially occur within the project limits. Several sensitive species have the potential to be present within the study area, based on information gathered through the NHIC database, and consultation with Ministry of Natural Resources and Forestry, and MECP in early 2020. Sensitive species are those afforded protection under the relevant policies/legislation (<i>Endangered Species Act (ESA)</i>, <i>Migratory Birds Convention Act (MBCA)</i>, <i>Species at Risk Act (SARA)</i>).</p> <p>The MTO will continue field investigations initiated in 2020 to confirm species and habitats within the study area; identify constraints, assess potential impacts, and work with the design team to avoid potential impacts to SAR and their habitat, where possible. Protection and mitigation measures will be implemented where practical and in consideration of the design evaluation criteria and legislative requirements. The MTO will aim to balance the technical and environmental constraints for the proposed design refinements and alternatives.</p> <p>Where required by MECP, or the needs of the project, species-specific surveys will be conducted by technical specialists during the appropriate season and design phase to confirm the presence of SAR or SAR habitat that may be impacted by the proposed works. This will further refine the potential or anticipated species-specific impacts and allow for development of species-specific mitigation strategies, which will be carried forward as environmental commitments, and requirements for environmental approvals, design refinements and construction measures.</p> <p>Where potential impacts to endangered or threatened species are identified, the MTO will work with regulatory agencies to meet the legislative</p>

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							<p>requirements of the ESA and SARA. If required, the MTO will obtain the necessary permit or approvals for the project. The conditions of approvals, which may include mitigation and/or monitoring conditions, and consultation requirements, will become part of the environmental commitments for the project.</p> <p>The MTO recognizes that the species at risk legislation is updated regularly, and a species may be reclassified at any time. Should any species occurring within the study area be reclassified as either federal or provincial SAR prior to completion of the project, the MTO will consult with the regulatory agency for which the provincial and/or federal legislation applies, to confirm the legislative requirements. This may include changes to studies, impact assessments and mitigation strategies, and approval requirements.</p> <p>The results of this study will be documented in a Terrestrial Ecosystems Impact Assessment Report. As part of the EA process, the terrestrial ecosystems assessment study and outcomes will be presented in EA documentation and made available for public review in accordance with Class EA requirements.</p> <p>The process for selection of the appropriate location, methods of exclusion or wildlife passage opportunities will be refined through consultation and engagement with regulatory agencies (Ministry of Environment Conservation and Parks (MECP); Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMRNF); conservation authorities). Using data obtained during the Terrestrial Ecosystems studies, and through consultation with regulatory agencies, the MTO will identify appropriate opportunities and needs for exclusion fencing and wildlife passages. We thank you for providing links related to wildlife passages and will consider these moving forward.</p> <p>The government is keeping its promise to build better public transit. Ontario is moving forward with two-way, all-day service every 15 minutes on key segments of the GO Transit rail network, improving access to transit and convenience for the people of Ontario.</p> <p>Through continued collaboration with Metrolinx and Infrastructure Ontario, the province continues to move forward with critical procurements, including additional infrastructure along all GO rail corridors.</p> <p>But, even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). Our government is committed to making sure that our transportation system works for all the people of Ontario. That's why we're</p>

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							<p>making historic investments in transit and transportation infrastructure to dramatically expand and enhance the province's transportation network.</p> <p>We have added you the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC-60		To: Project Team From: [REDACTED]	PIC1 Comment Form	Contamination of groundwater concern Noise and vibration concerns	05-06-2021	<p>I am really concerned with the newest proposal as the highway will be right beside my property. Main concerns for me are contamination of ground water; I am on a well and the highway will be right there. What if there is a catastrophic spill from an accident?? Noise and vibrations, and impacts to the Greenbelt (water, Marsh, wildlife) are also major concerns. I understand no environmental assessment will be done and the last was in 2002. That is grossly negligent. I am unimpressed with the 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> <p><i>[NOTE: This property is located at [REDACTED] and is directly adjacent to our [REDACTED] (see image below). This well is captured in our Groundwater Existing Conditions Report from Retainer Assignment and will be included in door-to-door well surveys during this PD study]</i></p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Based on the Preliminary Design of the Preferred Route, a Drainage and Hydrology Assessment and Groundwater Impact Assessment will be completed as part of the study to identify potential impacts of highway runoff and stormwater on surface water and groundwater and develop appropriate mitigation measures to protect the Holland River watershed.</p> <p>The Drainage and Hydrology Assessment for Preliminary Design of the Preferred route is undertaken according to MTO's Environmental Reference for Highway Design (ERHD, 2013) and will include development of a Drainage Report to summarize stormwater management components, hydrologic/hydraulic assessments, proposed mitigation measures and Preliminary Design recommendations for potential stormwater management facilities (e.g. stormwater management ponds). Lake Simcoe Region Conservation Authority (LSCRA) and Nottawasaga Valley Conservation Authority (NVCA) will be consulted throughout the study to maintain alignment with currently policies and practices for the watershed.</p>

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							<p>The Groundwater Impact Assessment for Preliminary Design of the Preferred route is undertaken according to MTO's ERHD and will include a desktop review of well records available from the Ontario Ministry of Environment, Conservation and Parks (MECP) as well as geological and hydrogeological maps and reports from secondary sources. Based on the information collected, the Project Team will verify the need and type of approval required for groundwater taking (i.e. MECP Environmental Activity and Sector Registry (EASR), Category 2 Permit-to-Take-Water (PTTW) or Category 3 PTTW). The required registration/permit will be obtained during the subsequent design phase of the study (detailed design).</p> <p>The Greenbelt Plan recognizes that infrastructure is important to Ontarians' economic well-being, human health, and quality of life. The Bradford Bypass corridor will put people to work, help Ontario's businesses remain competitive in an increasingly global marketplace, and make it easier for people to move around the GGH for work or leisure.</p> <p>The route selected for the Bradford Bypass was chosen, in part, to mitigate impacts to environmentally sensitive areas. As the project's EA study update moves ahead, the Project Team will carefully consider all impacts and will continue to work with environmental agencies, municipalities, conservation authorities and other concerned stakeholders to identify principles and recommendations for mitigating the impacts of placing new or expanded provincial highways and transitways within areas of the Greenbelt.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements. The 15 environmental studies are being undertaken to update existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts. Environmental studies will be undertaken no matter what EA process is followed in order to evaluate potential impacts and identify mitigation measures for environmental protection. The results of these studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022, and documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area.</p>

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							<p>Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>We would like to confirm your property location so that we can speak to the property specific concerns you have regarding your existing wells. We welcome receiving additional questions or information about your property to help inform the study, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC-61		To: Project Team From:	PIC1 Comment Form	Other solutions are better	05-06-2021	<p>The Bradford Bypass Hwy should not be built. No more interference with wetlands in Ontario, we have taken enough; nature needs a place to grow and it is here in the Holland Marsh. Wetlands especially the Holland Marsh should in no way be removed from our natural inventory. The STOP THE BRADFORD BYPASS group has the solutions to the traffic situation. This highway will not reduce traffic. Truly sustainable solutions are needed now with impending biodiversity loss and further Climate Change. Traffic noise is devastating to nature. Disheartened to read that the Huron-Wendat concerns were not fully respected in the Federal Impact Assessment.</p>	<p>Hello </p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges your opposition to the project.</p> <p>The government is keeping its promise to build better public transit. Ontario is moving forward with two-way, all-day service every 15 minutes on key segments of the GO Transit rail network, improving access to transit and convenience for the people of Ontario. Through continued collaboration with Metrolinx and Infrastructure Ontario, the province continues to move forward with critical procurements, including additional infrastructure along all GO rail corridors. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). Our government is committed to making sure that our transportation system works for all the people of Ontario. That's why we're making historic investments in transit and transportation infrastructure to dramatically expand and enhance the province's transportation network. The Bradford Bypass is one component of this investment in transit and transportation infrastructure.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements. The 15 environmental studies are being undertaken to update existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts. Environmental studies will be undertaken no matter what EA process is followed in order to</p>

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							<p>evaluate potential impacts and identify mitigation measures for environmental protection. A Terrestrial Ecosystems Existing Conditions and Impact Assessment Report (including an assessment of vegetation and vegetation communities, wetlands, wildlife and wildlife habitat, species at risk and designated natural areas) is one of the studies being undertaken. The results of these studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022, and documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>The Project Team has engaged with and continues to engage with Indigenous Communities as part of this study. This includes the Huron-Wendat First Nation. The Project Team will continue to engage with Indigenous communities as the Project moves forward as part of our ongoing commitment to meaningful consultation throughout the study.</p> <p>We have added you the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC-62		To: Project Team From: [REDACTED]	PIC1 Comment Form	EA is out of date Review Alternatives	05-06-2021	<p>I read through the proposed mitigation measures for the Bradford bypass, and they do not offset the overall environmental impact of building new major infrastructure within greenbelt lands and the specialty crop areas of Holland Marsh. Therefore, the basic premise of this project should be reconsidered.</p> <p>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> <p>Since the fundamental premise of the bypass is to connect the 404 and 400, the project should look at alternatives such as</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team acknowledges your concerns regarding the proposed freeway and the potential impact on the natural environment. Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements. The 15 environmental studies are being undertaken to update existing conditions,</p>

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						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>identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts. A Terrestrial Ecosystems Existing Conditions and Impact Assessment Report (including an assessment of vegetation and vegetation communities, wetlands, wildlife and wildlife habitat, species at risk and designated natural areas) is one of the studies being undertaken. An Agricultural Impact Assessment will be conducted to identify potential impacts to agricultural areas/local farmers and recommend mitigation measures/future commitments. This assessment will also include direct consultation with local farming communities</p> <p>The results of these studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022, and documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>Alternatives are being considered throughout this Preliminary Design phase of the Project. The province is keeping its promise to build better public transit. We are moving forward with two-way, all-day service every 15 minutes on key segments of the GO Transit rail network, improving access to transit and convenience for the people of Ontario. Through continued collaboration with Metrolinx and Infrastructure Ontario, the province continues to move forward with critical procurements, including additional infrastructure along all GO rail corridors. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). Our government is committed to making sure that our transportation system works for all the people of Ontario. That's why we're making historic investments in transit and transportation infrastructure to dramatically expand and enhance the province's transportation network. The Bradford Bypass is one component of this investment in transit and transportation infrastructure.</p> <p>We have added you the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

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CT-PIC-63		To: Project Team From: [REDACTED]	New Stakeholder Comment Form- Fasken Martineau DuMoulin LLP	Add to CL	05-06-2021	<p>Lawyer representing owner of property within the Study Area located at the s [REDACTED] comprising approximately [REDACTED] acres, municipally known as [REDACTED]. Please add to the study mailing list and contact for any matters affecting this property.</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the preliminary design study.</p> <p>PIC Part 1: Comment period April 22 to May 6, 2021 (Complete). PIC materials remain on the website for reference.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 starting at 7pm EST, where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the project website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>
CT-PIC-64		To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Proximity of the bypass to residential areas Noise concerns	05-06-2021	<p>The highway 400-404 bypass is not going to be an economic boon for our town - people will BYPASS THE TOWN.</p> <p>Further -the proximity of the bypass to current residential areas and the conservation lands nearby will only be adding to the existing noise and pollution created when line 8/Dissette was widened. At one time, we could sit in our backyard and enjoy the</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be</p>

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						<p>sounds of the birds etc. Or sleep with the windows open on a warm night. No longer possible due to the constant traffic sounds. An alarm clock is not necessary as the sound id traffic can be heard through closed windows. The sounds from this bypass will only add to this. The peace and tranquility of the conservation will also be shattered as the excessive noise will carry there as well</p>	<p>available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements. The 15 environmental studies are being undertaken to update existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts. Environmental studies will be undertaken no matter what EA process is followed in order to evaluate potential impacts and identify mitigation measures for environmental protection. As part of this study, a Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide.</p> <p>Construction-related noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>In addition, the MTO is continuously finding innovative opportunities to address noise mitigation efforts through engineering of various types and enhancements of pavement materials and pavement structures which will be factored into the appropriate design phase.</p> <p>The results of the preliminary design and environmental assessment studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022, and documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>We have added you the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post. Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

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							<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-PIC-65		To: Project Team From: [REDACTED]	Email	Request to received reports and more info on noise mitigation	05-07-2021	<p>Thank you for your excellent presentation at our Council meeting a few weeks ago. It was very helpful. I have received a few requests from constituents hoping to access the latest route maps, particularly with respect to the proposed interchanges near County Rd 4 in Bradford. These are nearby property owners. Would it be possible to send me the latest maps.</p> <p>As well, I want to reiterate from our discussion at the Council meeting that noise mitigation and sound barriers will be important, particularly along homes in my ward abutting onto Dissette (Wood Cres, Orsi Ave, Turner Crt, Colborne St), as well as the subdivision north of Line 8, just east of County Rd 4. These are established subdivisions and so there are existing yard fences, but if sound barriers are required at their properties, that would be a good discussion to engage in sooner than later.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Currently, MTO is preparing an advance works contract in partnership with Simcoe County and the Town of Bradford West Gwillimbury which is based on the approved Municipal Class EA prepared for the widening of County Road 4 from the existing 2 lanes to 4 lanes. Prior to the commencement of construction of this advance works contract, MTO is required to complete a study of the existing conditions including environmental conditions and mitigation to impacts to the extension practical. This also includes consultation with the public, stakeholders and indigenous peoples, and documentation of decision making. All applicable provincial and federal legislative and permitting processes will be completed as required.</p> <p>Attached is the Key Plan map for your reference to the County Road 4/Yonge Street advanced works/widening. Future designs/mapping related to the early works on County Road 4 will be available through the collaboration with municipal and county staff as designs are advanced.</p> <p>We acknowledge your comments regarding the importance of sound barriers. As part of the Bradford Bypass study, a Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide.</p>

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							<p>Construction-related noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>In addition, the MTO is continuously finding innovative opportunities to address noise mitigation efforts through engineering of various types and enhancements of pavement materials and pavement structures which will be factored into the appropriate design phase.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
Webinar Comments							
CT-WEB-001		To: Project Team From: [REDACTED]	Q and A	Start of BBP	05-18-2021	"Hi Wondering where will the line start from Queensville ?"	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The 2002 EA approved alignment will extend from Highway 400 between Lines 8 and 9 in Bradford West Gwillimbury, will cross a small portion of King Township and will connect to Highway 404 between Queensville Sideroad and Holborn Road in East Gwillimbury. A map showing the location of the proposed freeway alignment can be reviewed at the following link: https://www.bradfordbypass.ca/. Additionally, the proposed interchange at</p>

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							<p>Highway 404 can be reviewed at the following link: https://www.bradfordbypass.ca/2021/04/12/14-highway-404-refinement-alternatives/.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-WEB-002		To: Project Team From: [REDACTED]	Q and A	Name of the BBP Highway Standards Moving IC from Leslie to 2 nd Concession	05-18-2021	<p>"Why do the AECON folks call the project the 400-404 Link, but the MTO folks continue to call it the Bradford Bypass?</p> <p>The project should have one name — 400-404 LINK"</p> <p>The initial EA was a long time ago. MTO has new standards for 400 series highways. Will the project be built to the latest standards or those in place at the time of the EA?</p> <p>Will consider of moving the interchange at Leslie Ave to 2nd Concession be considered as an alternative in the the environmental study?</p>	<i>Included in CT-009.1</i>
CT-WEB-003		To: Project Team From: [REDACTED]	Q and A	Outdated EA Proximity to residential area	05-18-2021	<p>The plan was approved in 2002, almost 20 years ago. A lot has changed since. Do you recognize, that the bypass will be right next to existing developments in Bradford? A lot of families will be impacted by the noise and pollution.</p> <p>Is the a Value Engineering study at this stage?</p> <p>Is the any consideration to build in dynamic charging systems for electric vehicles? (i.e. the vehicle charges as it travels on the 400-400 Link) It would offset some Environmental impacts.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements. The 15 environmental studies are being undertaken to update existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts. These studies will</p>

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							<p>include a Noise Impact Assessment, Air Quality Impact Assessment, Property Impact Assessment, Land Use Factors Assessment, and Human Health Assessment, which will all evaluate potential impacts of the freeway on adjacent landowners. The results of these studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022, and documented in the EA documentation, which for this project is a Transportation Environmental Study Report (TESR).</p> <p>The Project Team will be holding a Value Engineering Workshop as part of this study, currently anticipated for Spring 2022.</p> <p>At this time, there are no plans in place to create dynamic charging systems for vehicles who choose to use the proposed Bypass. However, this may be explored further during the subsequent Detail Design phase.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-WEB-004		To: Project Team From: [REDACTED]	Q and A	TESR	05-18-2021	<p>Can you please explain how the proposed exemptions will affect the TESR and process?</p> <p>Is the 10th side road overpass a new addition to the design? Why is another overpass being included here?</p>	<p>*See response included in CT-PIC-26</p> <p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>An updated TESR is proposed for completion in 2022. MECP has been considering the results of consultation on a regulatory proposal (https://ero.ontario.ca/notice/019-1883) for a streamlined process to complete the EA for Bradford Bypass, tailored to the specifics of the project</p>

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							<p>and the procurement and delivery models planned. The regulation, if approved, will still require MTO to gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous peoples, and document decision-making. Other provincial and federal legislative and permitting processes would still apply. Please refer to MECF for details on the regulatory proposal.</p> <p>The 10th sideroad overpass is not a new addition to the study. The planning process for the 2002 Approved EA narrowed down alternatives from a broad range of potential solutions to the concept, ultimately selected as the Technically Preferred Route to a Planning level of detail. As part of this Preferred route, an overpass was required at 10th sideroad.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-WEB-005		To: Project Team From: [REDACTED]	Q and A	Cloverleaf Interchange	05-18-2021	<p>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 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?</p>	<p>Helld [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The design recommended as part of the Approved 2002 EA and Route Planning study was developed in accordance with highway design and safety</p>

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						<p>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.</p> <p>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?</p> <p>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.</p>	<p>standards applicable at that time. A partial cloverleaf interchange that would provide direct access to the lands adjacent to the interchange was not proposed as part of the route planning study in this location, only a freeway-to-freeway connection between Highway 400 and the Bradford Bypass was proposed.</p> <p>In advance of the Preliminary Design Study, the MTO undertook advance works to identify areas where the 2002 Approved EA required updates to meet current design standards. One such location occurred at the proposed freeway to freeway interchange with Highway 400. Freeway-to-freeway interchange updates were identified to correct the proposed loop ramp and provide directional freeway-to-freeway ramps to meet current design standards.</p> <p>At the proposed Highway 400 and Bradford Bypass interchange, Alternatives #1 and #2 provide access to the Simcoe County Road 88 interchange to vehicles travelling southbound on Highway 404 through which employment lands west of Highway 400 can be accessed. Alternative #3 and #4 provide access to both vehicles travelling southbound on Highway 400 and westbound on the Bradford Bypass to Highway 400 southbound. The Project Team continues to consult with local municipalities and takes into consideration land use planning information within the study area. The MTO will also meet with individual landowners throughout the study to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts.</p> <p>Construction phasing for the larger Bradford Bypass is still being evaluated at this time, but the MTO is also identifying opportunities for early works – Advanced Contracts as part of this project. Some preliminary early works activities that are currently being considered could include: new bridge construction (excluding watercourse crossings), bridge replacement or expansion, and utility relocation. As you may be aware, the Ontario government 2021 Budget allocated funding for the Bradford Bypass early works, which includes a grade separation at County Road 4/Yonge Street.</p> <p>Prior to the commencement of any early works, MTO is still required to gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous Communities, and document decision-making. Other provincial and federal legislative and permitting processes would still apply.</p>

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							<p>As part of this study, the Project Team is in consultation with utility companies and municipalities to confirm any potential utility impacts related to the proposed Bradford Bypass. The Project Team will also be undertaking a Land Use Factors Assessment and Property Impact Assessment to identify future development areas and any potential impacts.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you would like to meet with the Project Team to discuss specific concerns or questions you may have about the properties linked to property owners you represent, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-WEB-006		To: Project Team From: [REDACTED]	Q and A	Additional Interchange At Yonge Street	05-18-2021	A comment related to the proposed interchanges: Wouldn't an interchange at Yonge Street (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	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Preliminary Design and Environmental Assessment of the Bradford Bypass includes proposed interchanges at County Road 4, Bathurst Street and Leslie Street. These interchange locations were identified in the 2002 Approved EA which were developed, evaluated, and selected through the evaluation process.</p> <p>The traffic demand assessment carried out as part of this study confirmed the locations of the proposed interchanges would service the provincial needs. Interchange configuration refinements at the proposed locations within the Study Area are being considered during the current study based on 5 broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p>

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							<p>It is noted that municipalities within the Study Area of the Bradford Bypass have generated Official and Transportation Master Plans based on the proposed Bradford Bypass as per the approved EA (2002) in order to address traffic demand as a result of population and employment growth projections. As a result, the Project Team will continue to engage municipalities and will support future municipal interchange initiatives.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-WEB-007		To: Project Team From: [REDACTED]	Q and A	BBP will not relieve congestion on the 404	05-18-2021	More than half of respondents said they would not use the highway or rarely use it. Why is this being put in? Who is commuting to Keswick? And the 404 is already jammed. What will be done to resolve congestion the 404?	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The purpose of the proposed Bradford Bypass is to improve connectivity to the region as well as to provide capacity to accommodate future demand in the region. The new freeway will relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and support urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404.</p> <p>Significant population growth is projected for both Simcoe County, with an estimated increase to 416,000 residents by 2031; and the Regional Municipality of York estimated increase to 1.79 million residents by 2041. The Bradford Bypass has been proposed as a response to this dramatic growth in population and travel demand in the area, and the forecasted increase in congestion on key east-west roadways linking Highway 400 to Highway 404.</p>

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							<p>The "2019 Places to Grow: Growth Plan for the Greater Golden Horseshoe" enacted by the Government of Ontario identifies, and supports planned transportation corridors that are required to meet projected travel demand needs, including the proposed Bradford Bypass.</p> <p>Traffic projections utilizing population and employment densities are derived from the Provincial Greater Golden Horseshoe Transportation Model, which considers population and employment targets by region, as identified in the Places to Grow Act.</p> <p>The 2041 horizon year travel time savings of 10-35 minutes are calculated based on the time of day and origin/destination within the limits of the corridor using an area-wide transportation model. The model compared scenarios, with and without the Bradford Bypass corridor in place, for various key origin and destination locations, including municipal centers within the region.</p> <p>All design options being considered will be done in coordination with the Towns of Bradford West Gwillimbury, East Gwillimbury, the Township of King, County of Simcoe and York Region.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-WEB-008		To: Project Team From: [REDACTED]	Q and A	Review by CA's	05-18-2021	<p>will MTO be submitting the project to voluntary review by LSRCA or NVCA?</p> <p>How do we know these are real questions?</p>	Responses included in April Table (CT-225.3)
CT-WEB-009		To: Project Team From: [REDACTED] AGC Automotive Services	Q and A	Impact on OEM Manufacturers	05-18-2021	<p>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 manufactures and we cannot interrupt their supply chain so it is critical to ensure our operations will not be</p>	<p>Dear [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials</p>

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						<p>stopped or interrupted for this project. If there is a risk this project would mean our plant had to be relocated, we need to understand that as soon as possible and need to understand the details regarding the requirements and the process involved. We are on Artesian Ind Pkwy in the area of refinement.</p>	<p>from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>We recognize that your property is in close proximity to the right-of-way limits of the project. As the design progresses to determine the limits of grading and design for the overpass structure to carry the Bradford Bypass over Artesian Industrial Parkway, more information will be available to the public and adjacent property owners. Access along Artesian Industrial Parkway will be maintained. We encourage you to view the design refinement information at Artesian Industrial Parkway in the PIC materials here: https://www.bradfordbypass.ca/2021/04/09/8-general-design-refinements/. The ROW limits and alignment in this area can be viewed in the last image file on this page.</p> <p>The MTO will meet with individual landowners prior to PIC #2 to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts.</p> <p>The Project Team has received questions from [REDACTED] about communications with individuals from AGC Automotive. As we have multiple contacts for this property, it would be helpful to update our communication protocols and contact information to ensure the correct individuals are included going forward. Please let us know if we are to include you as part of the communications with AGC Automotive representatives. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-WEB-010		<p>To: Project Team</p> <p>From: [REDACTED]</p>		<p>Q and A</p> <p>Construction Timeline</p> <p>Defining Design Refinement</p> <p>Expropriation</p>	05-18-2021	<p>When do you expect to start construction of this project? What is the timeline for this project? What exactly is a "design refinement"? Will MTO expropriate blocked off design refinement areas? At what point will MTO approach landowners for land that will be expropriated?</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Project Team is identifying opportunities for early works as part of this project. Currently, MTO is preparing to advance early works, which includes a grade separation at County Road 4/Yonge Street. Some of the other early works activities in the corridor that are currently being considered could include new bridge construction, bridge replacement or expansion, fencing, grading works, or utility relocation.</p>

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							<p>Prior to the commencement of any early works, MTO is still required to gather information about environmental conditions, investigate and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous peoples, and document decision-making. Other provincial and federal legislative and permitting processes would still apply.</p> <p>Design refinements are developed to bring previous designs, in this case those from the 2002 Approved EA, up to current design standards and consider factors such as adjustments to highway and road profiles at road crossings, traffic volume, demand, accessibility and safety, constructability, utility conflicts & property impacts, natural environment, social, economic & cultural sensitivities.</p> <p>MTO has already begun the process of acquiring lands from willing sellers for properties that have been identified as necessary to acquire. MTO will meet with individual landowners prior to PIC #2 to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts.</p> <p>MTO's preferred approach is to negotiate in good faith with owners as early as possible to reach amicable agreements for the acquisition of any properties needed to support important infrastructure improvements like this. Expropriation is only used as a backstop measure when agreements can't be reached within suitable project timeframes.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>The Project Team has been in communication with individuals from AGC Automotive, including Ryan Russell. As we have multiple contacts for this property, it would be helpful to update our communication protocols and contact information to ensure the correct individuals are included going forward. Please let us know if we are to include you as part of the communications with AGC Automotive representatives. If you have any other</p>

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							questions, please feel free to reach out to the Project Team at your earliest convenience.
CT-WEB-010.1		To: Project Team From: [REDACTED]	Q And A	Potential Impacts to Business	05-18-2021	Hi, [REDACTED] 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.	* Responses to this comment is reflected in the row above
CT-WEB-011		To: Project Team From: [REDACTED]	Q And A	Disapproving of the webinar How will impacts to the Holland marsh be mitigated	05-18-2021	<p>The plan is to place a highway through the Holland Marsh.... How do you "mitigate" that if the highway goes through?</p> <p>Improve traffic conditions or induced demand</p> <p>Very disappointing "PIC" webinar. Nothing more than a rote reading of carefully written statements in response to previously asked questions.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The webinar was presented by members of MTO and AECOM through Zoom to provide an initial summary of the first Part of PIC 1 and provide additional information related to the key comment and feedback themes submitted to the project team within the two-week review period from April 22 to May 6, 2021. The webinar was recorded and is available through the Project Website for those who were unable to attend the presentation on May 18th. Comments received during the PIC and webinar are reviewed and responded to by the project team as part of the consultation process.</p> <p>The Bradford Bypass is anticipated to cross the Holland Marsh Provincially Significant Wetlands at two points: along the Holland River and Holland River East Branch, for an approximate combined length of one kilometre, amounting to only 0.35 per cent of the entire PSW area. Through the Preliminary Design, the Project Team will carefully consider all impacts to wetland areas and will continue to work with environmental agencies, municipalities and other concerned stakeholders to identify principles and recommendations for mitigating the impacts of placing new or expanded provincial highways within wetland areas. The Preliminary Design will consider minimizing impacts to these wetland areas through engineering refinements and consider the following approaches and strategies:</p> <ul style="list-style-type: none"> Design refinements implemented in consultation with regulatory agencies including the Ministry of Natural Resources and Forestry and Conservation Authorities (for example: Lake Simcoe Region Conservation Authority, Nottawasaga Valley Conservation Authority)

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							<p>to minimize potential impacts, supplement these refinements and develop appropriate mitigation strategies;</p> <ul style="list-style-type: none"> Adherence to conditions of environmental approvals applicable to project elements that interact with or influence provincially significant wetlands; surface water conveyance and management measures; strategic plantings to enhance the performance of proposed drainage and storm water management measures; erosion and sediment control measures to be implemented during construction; restricting construction-related activities to avoid sensitive periods for aquatic and wildlife species during life cycle stages; measures for spill control/containment/contingency plans; and, a construction inspection and monitoring plan, including use of qualified personnel, reporting and response procedures. <p>In addition, the MTO will work to understand and avoid where possible any potential impacts to Species at Risk within provincially significant wetland areas. Should potential impacts be confirmed to threatened or endangered species, the MTO will work with the MECP to obtain a permit under the Ontario Endangered Species Act. The permitting process may include additional mitigation and/or monitoring conditions, and consultation requirements as environmental conditions to the project.</p> <p>The purpose of the proposed Bradford Bypass is to improve connectivity to the region as well as to provide capacity to accommodate future demand in the region. The new freeway will relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and support urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404.</p> <p>Significant population growth is projected for both Simcoe County, with an estimated increase to 416,000 residents by 2031; and the Regional Municipality of York estimated increase to 1.79 million residents by 2041. The Bradford Bypass has been proposed as a response to this dramatic growth in population and travel demand in the area, and the forecasted increase in congestion on key east-west roadways linking Highway 400 to Highway 404. The "2019 Places to Grow: Growth Plan for the Greater Golden Horseshoe" enacted by the Government of Ontario identifies, and supports planned transportation corridors that are required to meet projected travel demand needs, including the proposed Bradford Bypass. Traffic projections utilizing population and employment densities are derived from the Provincial Greater</p>

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							<p>Golden Horseshoe Transportation Model, which considers population and employment targets by region, as identified in the Places to Grow Act.</p> <p>The 2041 horizon year travel time savings of 10-35 minutes are calculated based on the time of day and origin/destination within the limits of the corridor using an area-wide transportation model. The model compared scenarios, with and without the Bradford Bypass corridor in place, for various key origin and destination locations, including municipal centers within the region.</p> <p>All design options being considered will be done in coordination with the Towns of Bradford West Gwillimbury, East Gwillimbury, the Township of King, County of Simcoe and York Region.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-WEB-012		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Q And A	Interchange at 2 nd Concession	05-18-2021	Making the interchange at 2nd concession makes more sense than Bathurst st. as it has already been widened. wouldnt you agree?	<p>Hello [REDACTED]</p> <p>Thank you for your participation in Public Information Centre (PIC) #1 for the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study. Please note that PIC #1 concluded on May 18th, 2021. The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at https://www.bradfordbypass.ca/consultation/.</p> <p>The Preliminary Design and Environmental Assessment of the Bradford Bypass includes proposed interchanges at County Road 4, Bathurst Street and Leslie Street. These interchange locations were identified in the 2002 Approved EA which were developed, evaluated, and selected through the evaluation process.</p>


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							<p>The traffic demand assessment carried out as part of this study confirmed the locations of the proposed interchanges would service the provincial needs. Interchange configuration refinements at the proposed locations within the Study Area are being considered during the current study based on 5 broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p> <p>It is noted that municipalities within the Study Area of the Bradford Bypass have generated Official and Transportation Master Plans based on the proposed Bradford Bypass as per the approved EA (2002) in order to address traffic demand as a result of population and employment growth projections. As a result, the Project Team will continue to engage municipalities and will support future municipal interchange initiatives.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT-WEB-013		To: Project Team From: [REDACTED]	Email	Webinar Recording	05-18-2021	<p>Hi,</p> <p>I don't think I'll be able to attend the webinar live tonight. Could you please send me the link and a note regarding when the taped version will be available.</p> <p>Thanks,</p> <p>[REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, May 21, 2021 3:37 PM To: [REDACTED] Subject: RE: PIC Webinar</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest for the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>You can view a recording of the PIC Part 2 Webinar by accessing the Project Website or by using the link below: https://vimeo.com/552517791/2d251c9a34</p>

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May 2021 - Consultation Record

Reference #	Assigned To	Format (Email, Phone, Fax)	To/From:	Topic/Theme Discussed	Date Comment/ Question / Request	Comment/ Question/Request	PROJECT TEAM RESPONSE
CT272		Email	To: Project Team From: [REDACTED]	Loss of Farmland Impact on Holland Marsh Wildlife/SAR	05-07-2021	<p>I realize this is a day late, but I just saw the paper and wanted to respond, so I hope this is read.</p> <p>I live on a 5th generation farm; my son working with his dad. This is my son's response as well as mine. We're totally AGAINST the Bradford bypass!!! It's proposed that this will help eliminate congestion, traffic will move quicker. We disagree, it will make more. What we need is more rail travel. Studies have found it's more efficient and has less impact on the environment. It's more costly. By the time you've done all the environmental studies concerning water sheds, the green belt, farms, construction costs etc.....you know that the total amount will exceed what you've projected. You know that's true because it ALWAYS happens!!!</p> <p>So, what about all of these issues. The Holland Marsh is a unique area. It has some of the best soil for agriculture. The green belt and the water shed acts as a filtering system for Lake Simcoe as well as a home for an abundance of wildlife, plant and animal. So many farms are being developed, trees and fence rows removed...what a waste! Not only does it eliminate fields for growing produce but the fence rows provide a barrier for wind erosion and home for a multitude of plants, insects, trees, birds and animals some of which might be threatened or endangered species. I'm sure this investigation has NEVER been done. This one fence row along our field has hundreds of trilliums blooming right now....our province's flower. Wild violets and Trout lilies can be found as well and soon Jack in a Pulpits and flowers on wild apple trees will show themselves. That's only the start. Many of the birds are just arriving. I'm particularly fond of the Pileated Woodpecker, Canada's largest. Some of our arrivals need farm fields...The Killdeer, field sparrows, flycatchers, swallows, many insects, especially honey bees!! Our prized Monarch butterfly, which need milkweeds for survival is decreasing. The Eastern Meadowlark and the Bobolink are seldom seen anymore. So much is dependent on farm fields(open spaces) and fences rows. We take it for granted that they'll always be here but not if we keep paving them over and tearing them up WATER...vital to everything for survival! A creek runs thru the back part of the field. Herons and ducks often make a stop, Tree and Cliff Swallows swooping down for mosquitoes and a myriad of other flying insects appear. Won't be</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team acknowledges your opposition to the project. These comments will be recorded as part of the public record for the Preliminary Design Study.</p> <p>In recognition of your concerns about congestion and traffic, MTO traffic analysis shows that even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). For Ontarians in 2051, average travel speeds are expected to be 16 per cent slower when compared to 2016. This new transportation corridor will relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and support projected urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404. Motorists and trucks are anticipated to see more than a 60 per cent savings in travel time when using the new freeway compared to existing routes along local roads, saving up to 35 minutes.</p> <p>The Greenbelt Plan recognizes that infrastructure is important to Ontarians' economic well-being, human health, and quality of life. The Bradford Bypass corridor will put people to work, help Ontario's businesses remain competitive in an increasingly global marketplace, and make it easier for people to move around the GGH for work or leisure.</p> <p>The route selected for the Bradford Bypass was chosen, in part, to mitigate impacts to environmentally sensitive areas. As the project moves ahead, the Project Team will carefully consider all impacts and will continue to work with environmental agencies, municipalities, conservation authorities and other concerned stakeholders to identify principles and recommendations for mitigating the impacts of placing new or expanded provincial highways and transitways within areas of the Greenbelt.</p> <p>During the preliminary design study, the Ministry is committed to completing the project-specific assessment of environmental</p>

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						<p>long before the chorus of Spring Peepers will sing in the night and perhaps the a Great Horned or Barred Owl will join in. But for now, I'll enjoy the magnificent early morning song of the Brown Thrasher, what a treat to hear. I'm so lucky!</p> <p>My son has often noticed how during this covid pandemic, seldom is the farmer or people in agriculture thanked for all the work they do. They grow our food, they're as important!!! But if we continue tearing up and paving over the fields, guess we'll import our food. Might cost a bit more and most likely won't be as fresh or taste as good.</p> <p>We seem to think that we'll just put a road /highway in here or have it go over there and everything will be fine. We can fix the river that we had to move, or put in some new plants or trees and all will be the same...good as new! NO!!!!</p> <p>Again I say NO!!! I don't need a degree in science to understand this. You can't do all these changes and expect to "put it back to it's original state" a phrase I've often heard. Makes me laugh! So, you've studied everything that was there.. types of plants, insects, birds, animals, and trees, all the species in the water not to mention how deep it is, how fast it flows etc. the chemical composition of the soil...SOMEHOW I DOUBT IT..that's a lot of work and time.</p> <p>The Ontario Gov't would rather not even do an environmental study...Ford keeps using the MZO's to push everything through. Developers are his best friends!! We don't need farm fields, or the Holland Marsh (the best growing area, unique in Ontario) or the green belt or water sheds...ALL THAT IS NOT IMPORTANT???? BUT, IT IS!! Once that's gone, it's GONE FOREVER!!!...you can't make it again, won't be the same! What a waste, and for what....A ROAD! REALLY, for a temporary solution....WHAT A WASTE!!</p> <p>WHY CAN'T YOU SEE THAT???</p> <p>SHAME on the people who represent the regions involved!!!!</p> <p>It took billions of years for the world to evolve, for the variety of life living here. We think so little of it when we destroy it!!!!!!</p> <p>As of now, humans are the world's worst enemy!</p> <p>AND....Ford said he WASN'T GOING TO TOUCH THE GREEN BELT!!!</p>	<p>impacts to understand the current relationship between the project and the environment. To accomplish this, the MTO is undertaking current environmental studies in accordance with the MTO Environmental Reference for Highway Design (ERHD) and present day environmental legislations, to document existing conditions, identify design constraints, potential impacts and develop mitigation measures and strategies to be carried forward through design and construction of the project. These environmental studies will consider: agriculture, air quality, archaeology, cultural and built heritage, contamination and waste management, drainage & hydrology, erosion and sediment control, groundwater, fisheries, fluvial geomorphology, human health, landscaping, land use and property impacts, noise & vibration, terrestrial ecosystems, snow drift, species at risk, and surface water & stormwater management.</p> <p>Based on your specific interest and connection to agriculture, we would like to note that as a commitment of the 2002 Approved EA and as a requirement under the Greenbelt Plan (2017), an Agricultural Impact Assessment (AIA) will be undertaken to the existing standards and with reference to the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) Draft Agricultural Impact Assessment (AIA) Guidance Document (March 2018). This study will identify potential impacts to agricultural lands and recommend mitigation measures and strategies to be incorporated into the project design.</p> <p>Our team is pleased to hear your concerns and observations about wildlife and plants in the area, and your knowledge of the types of habitat they rely on. Our terrestrial specialists are undertaking studies to further document the plants, communities, wildlife and habitat for species occurring within the study area, and recognizing the importance of sensitive species and their habitats, including Eastern Meadowlark, Bobolink and others.</p> <p>A first step in this occurred prior to the Preliminary Design when the Ministry completed an initial review to update information related to Species at Risk (or SAR), and their habitat that may potentially occur within the project limits. Several sensitive species have been identified with the potential to be present within the study area, based on information gathered through the NHIC database, and consultation with Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMNRNF), and MECP in early 2020. Sensitive species are those</p>

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							<p>afforded protection under the relevant policies/legislation (<i>Endangered Species Act (ESA)</i>, <i>Migratory Birds Convention Act (MBCA)</i>, <i>Species at Risk Act (SARA)</i>).</p> <p>The MTO will continue field investigations initiated in 2020 to confirm species and habitats within the study area; identify constraints, assess potential impacts, and work with the design team to avoid potential impacts to SAR and their habitat, where possible. Where required by regulatory agencies, species specific or targeted studies will be undertaken. Based on the outcome of these studies and considering the proposed design, protection and mitigation measures will be implemented where practical and in accordance with legislative requirements. The MTO will aim to balance the technical and environmental constraints for the proposed design refinements and alternatives.</p> <p>Where required by MECP, or the needs of the project, species-specific surveys will be conducted by technical specialists during the appropriate season and design phase to confirm the presence of SAR or SAR habitat that may be impacted by the proposed works. This will further refine the potential or anticipated species-specific impacts and allow for development of species-specific mitigation strategies, which will be carried forward as environmental commitments, and requirements for environmental approvals, design refinements and construction measures.</p> <p>Where potential impacts to endangered or threatened species are identified, the MTO will work with regulatory agencies to meet the legislative requirements of the ESA and SARA. If required, the MTO will obtain the necessary permit or approvals for the project. The conditions of approvals, which may include mitigation and/or monitoring conditions, and consultation requirements, will become part of the environmental commitments for the project.</p> <p>The MTO recognizes that the species at risk legislation is updated regularly, and a species may be reclassified at any time. Should any species occurring within the study area be reclassified as either federal or provincial SAR prior to completion of the project, the MTO will consult with the regulatory agency for which the provincial and/or federal legislation applies, to confirm the legislative requirements. This may include changes to studies, impact assessments and mitigation strategies, and approval requirements.</p>

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							<p>The results of these studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022 and summarized in the draft Environmental Conditions Report (ECR) and draft Environmental Impact Assessment Report (EIAR) prepared in accordance with Ontario Regulation 697/21. We welcome your feedback on the design and approach to mitigation that will be present at the PIC so we can consider your feedback and include these considerations in the refinement and development of strategies related to agriculture and the future landscape and ecological restoration planning for the project.</p> <p>As you are already on the Project Contact List you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, or wish to provide more feedback for consideration, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT273		Email	To: Project Team From: [REDACTED]	Add to CL	05-10-2021	<p>Hello,</p> <p>I like to be added to the mailing list for anything to do with this project/</p> <p>All the best,</p> <p>[REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, May 14, 2021 9:46 AM To: [REDACTED] Subject: RE: 400-404 link</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p>

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							<p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: Comment period April 22 to May 6, 2021 (Complete). PIC materials remain on the website for reference.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 starting at 7pm EST, where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>
CT274		Email	To: Project Team From: [REDACTED]	Add to CL	05-10-2021	<p>Please add me to the mailing list.</p> <p>Regards, [REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, May 14, 2021 9:51 AM To: [REDACTED] Subject: RE: Add to Mailing List</p> <p>Hello [REDACTED]</p>

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							<p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p> <p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: Comment period April 22 to May 6, 2021 (Complete). PIC materials remain on the website for reference.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 starting at 7pm EST, where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>Hello [REDACTED]</p>
CT137	[REDACTED]	Email	To: project Team From: [REDACTED]	Potential Client Impact (Professor Day Drive)	05-10-2021	<p>Project Team [REDACTED]</p> <p>I hope everyone is doing well and staying safe and sane, hopefully some sunshine this week helps us all out.</p> <p>I downloaded the updated information for the Bradford By-Pass and noticed a couple of items that I believe may impact one of our clients lands in the vicinity of Professor Day Drive.</p> <p>- Potential re-alignment of the interchange to the east appears to have shifted slightly the ROW and it wasn't clear if</p>	<p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We are currently in the Preliminary Design phase of the project, which involves refinement to the alignment at select locations. The latest available design was presented as part of PIC #1. PIC #1 materials continue to be available on the Project Website</p>

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						<p>there are some adjusted boundaries to the north side of the MTO ROW.</p> <p>- Also, it mentioned updates to design of a number of under/over passes. Is Professor Day Drive being updated, and if possible could we please get a copy of the new design for the crossing to ensure grading in the area has consideration for this update.</p> <p>Please let me know if you need anything from our office.</p>	<p>(https://www.bradfordbypass.ca/pic1/). It is noted that the proposed overpass and underpass locations are preliminary in nature and subject to change during development of the Preliminary Design as well as subsequent phases of design.</p> <p>The alignment shift near Professor Day drive, west of County Road 4 is situated within the existing MTO ROW. The proposed shift as shown in the PIC material does not involve an adjustment to the north side of the MTO ROW.</p> <p>The proposed freeway crossing of future Professor Day Drive is currently planned as an underpass. The preliminary grading limits will be developed with further refinement during Detail Design. Further details on the design of this crossing will be made available at PIC #2.</p> <p>As part of the current design phase, the Project Team is considering the feedback received from stakeholders and evaluating the design refinement alternatives that were identified. A Reasoned Argument (trade-off) method of evaluation will be used to select the preferred refinements and alternatives. Once selected, the Preferred Alternative and the results of the impact assessments will be presented to the public at PIC #2 in the fall of 2022. If you or your client wish discuss specific concerns related to a property, please let us know and we would be able to speak with you.</p> <p>As you are already on the Project Contact List you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

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CT120 Cont		Email	To: Project Team From: [REDACTED]	Would like a greenway for noise and pollution reduction	05-10-2021	<p>Good day,</p> <p>Thank you for your response.</p> <p>I would like to bring forward an item that I believe will help mitigate some of the concerns residents have regarding living next to the proposed highway.</p> <p>A quick search of vegetation/trees/greenwall and highway would yield a number of sites proving the effectiveness of such to reduce pollution, noise, etc. The features also beautify the environment and provide many environmental benefits.</p> <p>As I live close to the proposed cloverleaf on [REDACTED] I am interested in having these factors considered.</p> <p>I am not sure at what elevation the bypass will take with regards to the subdivision alongside it, but nonetheless environmental features would be a wonderful addition for many reasons.</p> <p>How may I proceed with a formal consideration request.</p> <p>Thank you for your time.</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team acknowledges your comments regarding landscaping and greenwalls, and these will be taken into consideration during this Preliminary Design study.</p> <p>A Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's <i>Environmental Guide for Noise</i>. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barrier walls, where the proposed improvements to the Project are expected to increase ambient noise levels above acceptable levels. For noise mitigation to be warranted as part of the design, it must meet MTO's technical, economic and administrative feasibility criteria. Construction-specific noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan.</p> <p>In addition to current guides and best management practices, MTO is continuously finding innovative opportunities to address noise mitigation through engineering of various types and enhancements of pavement materials and pavement structures which will be factored into the appropriate design phase.</p> <p>The Project Team will work closely with municipalities, the MECP, MNDMNR, and Conservation authorities to discuss mitigation and potential requirements for overall benefit measures to the landscape surrounding the Bradford Bypass, as a result of potential impacts to the natural environment, including woodlots and tree lines.</p> <p>As you are already on the Project Contact List you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed</p>

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							<p>Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT275		New Stakeholder Comment Form	To: Project Team From: [REDACTED]	Concerns regarding conservation Concerns regarding air pollution	05-10-2021	<p>[REDACTED] strongly advocates for protection and conservation of natural heritage systems and features while recognizing continued projected growth and development within York Region.</p> <p>To minimize impacts on the wetland areas and forested areas along the path of the proposed route, is an elevated roadway being considered to accommodate movement of wildlife and minimize impacts, as opposed to ground level highway and causeway design? We recognize that on bridges and sections of elevated roadway that the collection of road runoff with salt and oil residue a collection system would be required. What other design features are being considered to minimize impacts on natural heritage features.</p> <p>We note that the western portion of the proposed route runs very close to residential areas in Bradford. Would you consider moving the route further north away from residential community areas to reduce the impact of air pollution and noise impacts? What other design features and ideas are being considered to minimize the impact of poor air quality which can have a significant impact on human health over time?</p> <p>Thank you for your consideration of these ideas and concerns. We look forward to your responses. Sincerely, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Through the Preliminary Design the team will consider minimizing impacts to wetland areas, which will include consideration for wildlife and wildlife habitat, through engineering refinements and consider the following approaches and strategies:</p> <ul style="list-style-type: none"> Design refinements implemented in consultation with regulatory agencies including the Ministry of Northern Development and Mines, Natural Resources and Forestry (MNDMNR) and Conservation Authorities (for example: Lake Simcoe Region Conservation Authority, Nottawasaga Valley Conservation Authority) to minimize potential impacts, supplement these refinements and develop appropriate mitigation strategies; Adherence to conditions of environmental approvals applicable to project elements that interact with or influence provincially significant wetlands; surface water conveyance and management measures; strategic plantings to enhance the performance of proposed drainage and storm water management measures; erosion and sediment control measures to be implemented during construction; restricting construction-related activities to avoid sensitive periods for aquatic and wildlife species during life cycle stages;

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							<ul style="list-style-type: none"> measures for spill control/containment/contingency plans; and a construction inspection and monitoring plan, including use of qualified personnel, reporting and response procedures. <p>In addition, the Project Team continues to gather existing conditions information to assess potential impacts and recommend strategies to avoid or mitigate potential impacts to species at risk and provincially significant wetland areas. The ministry will work with the MECP to obtain applicable permit(s) under the <i>Ontario Endangered Species Act</i> as it relates to potential impacts to threatened or endangered species. The permitting process may include additional mitigation and/or monitoring conditions, and consultation requirements as environmental conditions to the project.</p> <p>The process for selection of the appropriate location, methods of exclusion or wildlife passage opportunities will be refined through consultation and engagement with regulatory agencies (Ministry of Environment Conservation and Parks (MECP); Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMNR); conservation authorities). Using data obtained during the Terrestrial Ecosystems studies, and through consultation with regulatory agencies, the MTO will identify appropriate opportunities and needs for exclusion fencing and wildlife passages.</p> <p>The Bradford Bypass is located within the Lake Simcoe Region Conservation Authority (LSRCA) regulation limits, south of Lake Simcoe. For those stormwater management facilities that may occur within the jurisdiction of the Nottawasaga Valley Conservation Authority and potentially influence the subwatershed, the MTO will apply NVCA water quantity and quality control guidelines.</p> <p>The project will not directly impact Lake Simcoe; however, MTO will assess impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures. Additionally, MTO will evaluate the fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures. The studies</p>

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							<p>will be undertaken to satisfy the MTO Environmental Reference for Highway Design, Highway Drainage Design Standards, Drainage Management Manual and other provincial and regulatory requirements.</p> <p>Preliminary design and detail design studies will build upon the environmental commitments from the 2002 Approved EA, and in accordance with Ontario Regulation 697/21 as it relates to water quality, drainage and stormwater management. The drainage and hydrology engineering studies undertaken for the project will develop an efficient and effective drainage system for the freeway, while addressing potential impacts related to runoff and the change in impervious cover. It is expected that several stormwater management features and infrastructure will be required as part of the design to meet the MTO Highway Design Standards and the LSRC requirements for water quantity and quality control of discharges to Lake Simcoe, within the jurisdiction of the LSRC. In addition, the design of the highway and stormwater management for the highway will meet the provincial legislative requirements for water quality and quantity under the <i>Ontario Water Resources Act</i> and <i>Environmental Protection Act</i>.</p> <p>Refinement of the freeway alignment within the study limits and consideration of the freeway's proximity to existing and approved developments is underway. Localized and minor alignment shifts may be considered as part of this study based on the outcome of environmental studies and consultation, however, the location of the Bradford Bypass corridor, as selected during the 2002 Approved EA study, considered a number of factors, and therefore, alternative routes for the freeway are not being considered as part of this study.</p> <p>This alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the <i>Places to Grow Act</i>, as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with current legislative requirements. The 15 environmental studies are being undertaken to update existing conditions, identify and evaluate</p>

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							<p>potential impacts of the project and recommend mitigation measures to reduce these impacts. Environmental studies will be undertaken in order to evaluate potential impacts and identify mitigation measures for environmental protection. These studies will include a Noise Impact Assessment, Air Quality Impact Assessment, Property Impact Assessment, Land Use Factors Assessment, and Human Health Assessment, which will all evaluate potential impacts of the freeway on adjacent landowners. The results of these studies will be presented during the next PIC (PIC #2) to be held during the fall of 2022 and documented in accordance with Ontario Regulation 697/21.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT276		New Stakeholder Comment Form	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Add to CL	05-11-2021	*Add to CL	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca Sent: Friday, May 14, 2021 10:11 AM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study.</p>

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							<p>Please note the first PIC is being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: Comment period April 22 to May 6, 2021 (Complete). PIC materials remain on the website for reference.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 starting at 7pm EST, where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT276		Email	To: Project Team From: [REDACTED]	Archaeology Works Project Timelines	05-11-2021	<p>To whom it may concern,</p> <p>It would be greatly appreciated if your team could answer the questions below.</p> <p>Has all archaeology work been completed ? If they have, how long did it take to get the final reports and results ? If they have not been completed how long do you expect the results to be completed ?</p> <p>Could you please give me a timeline on this project ? When will the actual construction start ? When is the estimated time for completion ?</p> <p>I thank you for your reply and answers to these concerns.</p> <p>Sincerely yours, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>To address environmental commitments and conditions of the 2002 Approved EA related to archaeology, MTO will undertake Archaeological Assessments (AA). These assessments will be completed in accordance with the Environmental Standards and Practices for Provincial Transportation Facilities.</p> <p>MTO completed a Stage 1 Archaeological Assessment (AA) (desktop review) prior to Preliminary Design. Stage 2 Archaeological Assessments are currently underway and will be undertaken throughout Preliminary Design. Where required, Stage 3 and 4 Archaeological Assessments will be completed.</p> <p>The results of these studies will be documented in Archaeological Assessment reports and submitted to MHSTCI and filed on the</p>

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							<p>public register. As part of the Preliminary Design process, archaeological studies and outcomes will be documented in accordance with Ontario Regulation 697/21.</p> <p>Preliminary Design for the proposed Bradford Bypass is anticipated to be completed in early 2023. Detail Design and Construction will follow, subject to funding and approvals.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT277	█	New Stakeholder Comment Form	To: Project Team From: █	Groundwater Protection	05-12-2021	<p>*Add to CL</p> <p>It is generally accepted that the Hwy 400 ditches are contaminated with arsenic, road salt and other contaminants. As well, the peat in the Marsh is typically 6 feet deep and extends for 4 km. This will mean working below the water table.</p> <p>How do you plan to protect the groundwater as well as the surface water flowing into Lake Simcoe?</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>As part of the Preliminary Design, door-to-door well assessments of all properties within a 500 m radius of the construction area will be completed. As part of this assessment, homeowners received a letter and questionnaire provided AECOM with a brief history/information of any water well(s) on the property. As part of this questionnaire, homeowners were asked if they would like AECOM to come to the property (with COVID protocols) and test the rate of flow, take pictures of the well and collect an untreated groundwater sample for analysis against drinking water standards. This assessment created a baseline of the water well condition prior to construction activities and can potentially result in further monitoring/samples taken during and after construction of the new highway.</p>

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							<p>Based on the Preliminary Design of the Preferred Route, a Drainage and Hydrology Assessment and Groundwater Impact Assessment will be completed as part of the study to identify potential impacts of highway runoff and stormwater on surface water and groundwater and develop appropriate mitigation measures to protect the Holland River watershed.</p> <p>The Bradford Bypass is located primarily within the Lake Simcoe Region Conservation Authority (LSRCA) regulation limits, south of Lake Simcoe. For those stormwater management facilities that may occur within the jurisdiction of the Nottawasaga Valley Conservation Authority (NVCA) and potentially influence the subwatershed, the MTO will apply NVCA water quantity and quality control guidelines.</p> <p>The project will not directly impact Lake Simcoe or Scanlon Creek, however, MTO will assess impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures. Additionally, the MTO will evaluate the fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures. The studies will be undertaken to satisfy the MTO Environmental Reference for Highway Design, Highway Drainage Design Standards, Drainage Management Manual and other provincial and regulatory requirements.</p> <p>The Project Team will undertake drainage and hydrology engineering studies to develop an efficient and effective drainage system for the freeway, while addressing potential impacts relatives to runoff and the change in impervious cover in consultation with conservation authorities and provincial agencies. Findings from previous studies will be factored into the Preliminary Design for drainage and stormwater management.</p> <p>It is expected that several stormwater management ponds will be required as part of the design to meet the MTO Highway Design Standards and the LSRCA requirements for water quantity and quality control of discharges to Lake Simcoe, within the jurisdiction of the LSRCA.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date</p>

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							<p>of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT278		New Stakeholder Comment Form	To: Project Team From: [REDACTED]	Support for the BBP		<p>My company supports the agricultural community on both sides of the Holland River. I fully support the construction of this link. The connecting link will allow our service crews to provide much better service to Muck Growers in the area by reducing travel time and lost time in traffic congestion. We will also spent much less time trying to negotiate unsafe traffic conditions in the Bridge Street congestion zone.</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, May 21, 2021 2:59 PM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT218		Email	To: [REDACTED]	Meeting	05-04-2021	*See CT 218 Cont	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca></p>


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			From: The project Team				<p>Sent: May 4, 2021 1:15 PM To: [REDACTED] Subject: RE: Property at Highway 400 interchange & Bradford Bypass</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>The Project Team acknowledges that [REDACTED] is representing [REDACTED] and the properties at [REDACTED]</p> <p>MTO and the Project Team would like to schedule a meeting with your group and [REDACTED] to discuss the Bradford Bypass and the [REDACTED]. Please provide your availability over the upcoming weeks and we will schedule a call.</p> <p>Please note the first Public Information Centre (PIC) is currently being hosted virtually in two (2) parts through the Project Website where you will be able to learn more about the Preliminary Design study.</p> <p>PIC Part 1: The purpose of the first stage is to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback and comments on the Preliminary Design refinements. The PIC materials will be made available on the Project Website for a two (2) week stakeholder review period beginning April 22, 2021 and ending on May 6, 2021.</p> <p>PIC Part 2: The Project Team encourages you to attend the PIC Webinar presentation on May 18, 2021 where you will be able to learn more about key topics raised during the PIC's review period and receive additional project information. Please register through the Project Website.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project</p>

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							<p>website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely</p>
CT218 Cont		Email	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Meeting	05-05-2021	<p>From: [REDACTED] Sent: May 5, 2021 3:15 PM To: projectteam@bradfordbypass.ca Cc: [REDACTED] & Bradford Bypass</p> <p>Good afternoon,</p> <p>Thank you very much for the offer of a meeting. We think that a conversation after the PIC would be most useful. We could meet with you anytime during the morning of Friday, May 21. If this doesn't work, we'd be happy to look at other dates.</p> <p>Please advise.</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: May 17, 2021 3:37 PM To: [REDACTED] Cc: [REDACTED] Subject: RE: Property at Highway 400 interchange & Bradford Bypass</p> <p>Hello [REDACTED]</p> <p>Thank you for your recent email. We have confirmed the Project Team's availability and we are available to meet on Friday, May 21st from 10-11am. A formal invite to follow shortly.</p> <p>Should you have any questions or concerns please feel free to reach out.</p> <p>We look forward to meeting with you and [REDACTED]</p> <p>Sincerely,</p>
CT156		Email	<p>To: [REDACTED] / The Project Team</p> <p>From: [REDACTED]</p>	Property Impacts			<p>Good Morning [REDACTED]</p> <p>I spoke with [REDACTED] yesterday afternoon to provide him with an update with respect to his property as he requested an update prior to the webinar. I also indicated that a letter from MTO will be forthcoming (he has not received it yet).</p>

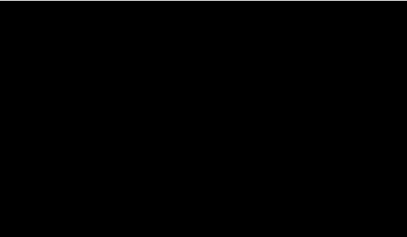
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							<p>I suggested that MTO is currently looking at potential alternatives such as a driveway modification to maintain access to his property, and as such will not be pursuing to acquire his property at this current time. I indicated that although there may be an engineering solution, it still has to be reviewed by the appropriate jurisdictions (MTO and the County of Simcoe) to determine if the proposed solution is acceptable based on policies, standards, directives, etc. He was pleased to hear that we are making attempts to salvage access to his property.</p> <p>Regards,</p>
CT280		Email	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Add to CL	05-18-2021	<p>Hi,</p> <p>I would like to receive future project notifications and information for the Bradford Bypass.</p> <p>Thanks,</p> <p>[REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, May 21, 2021 3:23 PM To: [REDACTED] Subject: RE: Future Project Notifications and Updates</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT281		New Stakeholder	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Add to CL	05-19-2021	*add to CL	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, May 21, 2021 3:26 PM</p>

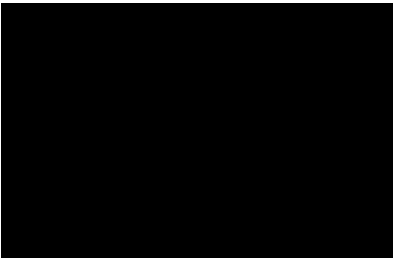
Reference #	Assigned To	Format (Email, Phone, Fax)	To/From:	Topic/Theme Discussed	Date Comment/ Question / Request	Comment/ Question/Request	PROJECT TEAM RESPONSE
		Comment Form					<p>To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, Hello [REDACTED]</p>
CT282	[REDACTED]	Email	<p>To: Project Team</p> <p>CC: [REDACTED]</p> <p>From: [REDACTED]</p>	Updates to EA	05-19-2021	<p>Hello Bradford Bypass Project Team,</p> <p>I would like to confirm that there has been no update posted to the proposal to exempt the Bradford Bypass from the requirements of the Environmental Assessment Act. In order to proceed with the proposed exemptions and early works, the public must be notified of a decision through the Environmental Registry of Ontario through this posting: https://ero.ontario.ca/notice/019-1883</p> <p>I would also like to echo Irene's question in particular on the legislative authority MTO has to proceed with early works without this decision notice.</p> <p>Thanks,</p>	<p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>On October 7, 2021, Ontario Regulation 697/21 came into effect with respect to the exemption for the Bradford Bypass Project and under the <i>Environmental Assessment Act</i>. The regulation sets conditions for the assessment process going forward and for continued environmental protection and consultations for the Bradford Bypass Project and associated Early Works. The MTO remains responsible for gathering existing information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous peoples, and document decision-making.</p>

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							<p>Other provincial and federal legislative and permitting processes would still apply. Further information regarding the conditions of the exemption can be found at the link here: https://www.ontario.ca/laws/regulation/r21697?search=697.</p> <p>Early works components of the project are subject to Ontario Regulation 697/21. The Ministry will meet the requirements of the regulation prior to advancing to construction. Currently, the Ministry is working collaboratively with Simcoe County for early works at County Road 4 and the Bradford Bypass. This builds upon the Municipal Class EA undertaken by Simcoe County for widening of County Road 4 and preliminary design and environmental assessment for the Bradford Bypass project. As per O. Reg. 697/21, a Draft Early Works Report (EWR) for works completed at County Road 4 will be completed and will be made available to Indigenous communities, government agencies, and interested members of the public for review and comment.</p> <p>The Ontario government 2021 Budget allocated funding for the Bradford Bypass early works, which includes the grade separation at County Road 4/Yonge Street.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT283		Email	To: Project Team From: [REDACTED]	Environmental impacts and mitigation	05-19-2021	<p>Hello,</p> <p>I wanted to know what environmental impact mitigation techniques are being considered for the application of salt to the highway during the winter months. The impacts to the water bodies adjacent to the highway will pay the price.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p>

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						<p>The best mitigation technique is no highway at all, but if that doesn't happen, here are my thoughts..</p> <p>Obviously, there will be the water/salt mix that will runoff the highway and into the surface water, particularly at the river and marsh crossings, but the salt spray from vehicles will no doubt have an impact as well.</p> <p>As studies have shown, the chloride levels in all bodies of water in Ontario is rising.</p> <p>Maybe this new highway could have the requirement of an alternate de-icing system. A system that does not add to an already serious problem.</p> <p>As a property owner on Lake Simcoe, it is a large concern. We must consider this problem in everything we do going forward.</p> <p>I understand that Lake Muskoka has already risen to near dangerous levels of chloride in its water.</p> <p>I look forward to a response.</p> <p>Thank you, in advance,</p> <p> Ontario</p>	<p>The Project Team will undertake drainage and hydrology engineering studies to develop an efficient and effective drainage system for the freeway, while addressing potential impacts relative to runoff and the change in impervious cover in consultation with conservation authorities and provincial agencies. Findings from previous studies will be factored into the Preliminary Design for drainage and stormwater management.</p> <p>The Bradford Bypass is located primarily within the Lake Simcoe Region Conservation Authority (LSRCA) regulation limits, south of Lake Simcoe. For those stormwater management facilities that may occur within the jurisdiction of the Nottawasaga Valley Conservation Authority (NVCA) and potentially influence the subwatershed, MTO will apply NVCA water quantity and quality control guidelines.</p> <p>The project will not directly impact Lake Simcoe or Scanlon Creek, however, MTO will assess impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures. Additionally, the MTO will evaluate the fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures. The studies will be undertaken to satisfy the MTO Environmental Reference for Highway Design, Highway Drainage Design Standards, Drainage Management Manual and other provincial and regulatory requirements.</p> <p>The Project Team will undertake drainage and hydrology engineering studies to develop an efficient and effective drainage system for the freeway, while addressing potential impacts relative to runoff and the change in impervious cover in consultation with conservation authorities and provincial agencies. Findings from previous studies will be factored into the Preliminary Design for drainage and stormwater management.</p> <p>It is expected that several stormwater management ponds will be required as part of the design to meet the MTO Highway Design Standards and LSRCA requirements for water quantity and quality control of discharges to Lake Simcoe, within the jurisdiction of the LSRCA.</p>

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							<p>The use of alternate de-icing systems may be considered as part of operations and maintenance following construction of the freeway, in line with current MTO policies.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT284	█	Phone	To: Project Team From: █		05-19-2021	<p>hi this is █ calling on May 19th just inquiring about the Bradford bypass if I can get a call back █ thank you</p> <p>█ called on May 21st 2021 and let █ know we received his message and were calling back. Indicated we would attempted to call again on Tuesday May 25th.</p> <p>May 21st █ called back and indicated he has two questions he would like brought forward to the project team. His questions are listed below:</p> <ol style="list-style-type: none"> 1. How far will the proposed alignment be located from Chelsea Crescent. Particularly what are the proposed distances between lines 8 and 9. 2. When is the exact date of construction for the bypass? 	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. Please see the below responses to your questions from your call with the Project Team on May 21, 2021.</p> <p>The proposed alignment of the Bradford Bypass in the area of Chelsea Crescent is best shown in the below image showing the Professor Day Drive preliminary design refinement alternative 1 presented on the General Design Refinements page of the PIC materials (https://www.bradfordbypass.ca/2021/04/09/8-general-design-refinements/).</p>

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							 <p>Refinement alternative 1 proposes a slight northerly shift of the highway alignment, creating more separation between the highway and developed lands to the south of the highway right-of-way, compared to the 2002 Approved EA alignment.</p> <p>The Preliminary Design preferred alternative will be presented at PIC #2, and available for public review and comment. Building upon the Preliminary Design and EA update study, further refinement of the design will be carried out and finalized during the Detail Design phase.</p> <p>Preliminary Design for the proposed Bradford Bypass is anticipated to be completed in early 2023. Detail Design and Construction will follow, subject to funding and approvals.</p> <p>The MTO intends to move ahead with Early Works as set out in Ontario Regulation 697/21 to construct a grade-separated bridge crossing for the future Bradford Bypass at County Road 4 (Yonge Street) and the potential to proceed in advance of the rest of the Bradford Bypass Project, provided that MTO completes an Early Works Assessment Process as set out in the regulation. MTO is required to complete all requirements set forth in the regulation, such as carrying out consultation, and obtaining permits and approvals for the project. Upon study completion of the County Road 4 works, a draft Early Works Report will be prepared to document the design and environmental study, which will be made available for public review and comment.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this</p>

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							<p>study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT088		Email	To: Project Team From: [REDACTED]	Impact on business	05-19-2021	<p>Thank you for the PIC#1 webinar last night. We are an Automotive OEM supplier, and we are very concerned that we are falling within the area of refinement (blue dotted line). When are you planning on reaching out to the effected businesses? It appears that our associate parking lot, and truck receiving area will be impacted potentially by the construction. We are really hoping that we will not have to move, as this will impact our Automotive OEM customers.</p> 	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment (EA) Study.</p> <p>Based on the approved alignment and limits of the right-of-way (ROW), your property line abuts the proposed ROW limits. As part of the Preliminary Design, MTO will meet with individual landowners through 2021 and early 2022 to discuss potential or expected impacts to individual properties, working with them to understand their individual concerns and identify opportunities to mitigate impacts.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

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CT062		Email	To: Project Team From: [REDACTED]	NVCA Comments - Bradford By-pass EA - NVCA ID # 43740	05-19-2021	<p>Good morning</p> <p>[REDACTED] is pleased to provide comments on the materials provided related to the Preliminary Design and Class Environmental Assessment study for the proposed 'Bradford Bypass' highway connection.</p> <p>Only the western-most interchange of the proposed highway connection is relevant to [REDACTED] jurisdiction, where the proposed connection meets the existing Highway 400. A Transportation Environmental Study Report (URS/Ontario 2003; TESR) was previously prepared in support of the original EA which evaluated the proposed alignment of the highway connection, and was subsequently approved. It's the understanding of NVCA staff that an updated study for the interchange is required to address updates in design standards and presumably other changes to the relevant policy framework.</p> <p>From a natural heritage perspective, the footprint of the proposed 400 interchange overlaps with the existing alignment of one or more tributaries of a watercourse known as Penville Creek. There are no mapped wetlands within the footprint of the proposed interchange. Agricultural lands and/or cultural environments adjacent to the existing Highway 400 alignment may serve as habitat for one or more Species at Risk. It would be expected that an updated TESR will address these and other potential constraints identified through preliminary review. It is noted that the 2003 TESR addresses additional natural heritage constraints (including additional watercourse crossings and wetland areas) associated with a potential widening of Highway 400 on either side of the proposed interchange. It is not clear if this highway widening aspect of the original EA is still relevant to the updated proposal. If so, further details would be required regarding potential encroachment into regulated features, including mitigation planning.</p> <p>Thank you for the opportunity to provide comments on this Environmental Assessment.</p> <p>Sincerely,</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team appreciates and acknowledges your comments on behalf of the [REDACTED] regarding areas of interest within the proposed study area. We have made note of the locations and the environmental features you have identified, and this information will be included as part of our environmental studies and technical reports.</p> <p>As part of our ongoing commitment to understand the relationship between the project and the environment, MTO is undertaking current environmental studies in accordance with Ontario Regulation 697/21 to document existing conditions, identify design constraints, potential impacts and develop mitigation measures and strategies to be carried forward through design and construction of the project. These environmental studies will consider: agriculture, air quality, archaeology, cultural and built heritage, contamination and waste management, drainage & hydrology, erosion and sediment control, groundwater, fisheries, fluvial geomorphology, human health, landscaping, land use and property impacts, noise & vibration, terrestrial ecosystems, snow drift, species at risk, and surface water & stormwater management. From an engineering and design perspective, MTO will continue to conduct engineering design studies that will consider structural elements, highway design, pavement engineering, geotechnical and foundations, traffic, electrical, Advanced Traffic Management Systems, and land surveys.</p> <p>The results of the environmental studies and engineering design will be presented to the public for review and comment in PIC #2 and documented in accordance with Ontario Regulation 697/21 and will be available for public review at the end of the Preliminary Design in 2022.</p> <p>Refinements and alternatives to the Highway 400 and Bradford Bypass Freeway to Freeway interchange proposed in the 2002 EA and Route Planning Study are part of the current design study. The Project Team presented refinements and alternatives to this location based on current Highway Design and Safety standards</p>

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							<p>during PIC #1. Studies for the widening of Highway 400 are undertaken separately by the MTO. This study will build upon those proposed and final designs where the design elements intersect. Potential impacts and proposed mitigation measures for the proposed Bradford Bypass will be evaluated and developed.</p> <p>The Project Team will continue to communicate with the NVCA as the project advances. We are establishing targeted community and advisory groups with sessions. We would like to invite a representative from the NVCA to participate in the Governmental Advisory Group. Please let us know if this would be yourself or another member of the NVCA. Going forward, an Ontario Government Notice (OGN) announcing the date of the future PIC #2 will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions or wish to meet directly with the Project Team, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT221		Email	<p>To: Project Team</p> <p>From: [REDACTED]</p>	New owner of property	05-25-2021	<p>Good afternoon!</p> <p>The property changed hands on [REDACTED]</p> <p>The purchaser's name is [REDACTED]</p> <p>The email and cell phone number of the purchaser is [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for providing the Project Team with the contact information for the new owners of the property. We have reached out to [REDACTED] directly for to request Permission to Enter (PTE) the property.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

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							<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT194		Email	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Noise Impacts		<p>Hello,</p> <p>I watched the webinar on May 18th and saw the Q and A but didn't see my questions specifically answered. Do you have specific answers to them? I put them below again. Thanks!</p> <ol style="list-style-type: none"> 1. I see the alignment of the Bypass has been moved North by 10m of Chelsea Cres. What will be the exact distance between the the end of the residential properties and the Bypass roads? 2. Will there be any sound barriers or retaining walls built in this section behind Chelsea Cres? 3. Will the Bypass be built below grade so that there is a hill that acts as a natural sound barrier? I see on the site it mentions that there will be underpass at Professor Day drive. Does this mean that the portion of the bypass behind Chelsea Cres will in fact be lower then the grade of Chelsea Cres? 	
CT285		Email	<p>To: Project Team</p> <p>From: [REDACTED]</p>			<p>Hi my name is [REDACTED] and my number is [REDACTED]</p> <p>I just wanted to talk to somebody about the fact that the overview for the Bradford bypass says you are doing a TESR but there is still a live ERO out there saying that the province is wanting an exemption from the TESR so I need somebody to explain that. Its been more than a month since we asked for this information about that we haven't heard anything.</p> <p>So it doesn't look good, it looks like you are trying to get out of work, if that is the case then that is terrible and we need to talk about it I just really need some clarity on this ERO. [REDACTED]</p>	<p>* [REDACTED] called [REDACTED] back on 06-02-2021</p> <p>[REDACTED] let [REDACTED] know her comments were under consideration. I let [REDACTED] know that we received her comments, and that the Project Team is working to provide a response to the comments.</p> <p>[REDACTED] asked if we had a timeline regarding the construction of the bypass</p> <p>I indicated the Preliminary Design is anticipated to be completed in 2023, that is the information that I have at this time.</p> <p>[REDACTED] said that she has heard different information from different sources regarding the timeline and the construction.</p> <p>I indicated that I only have information on the Preliminary Design at this time, however her comments are with the project team and if there is additional information regarding this then it will be provided to her.</p>

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							<p>██████ indicated that she was extremely disappointed in the work on the timeline and she did not understand why there are different answers for the questions or how we didn't know. At this time ██████ also used profanities to explain that she was angry and upset that there is no clear information on timelines.</p> <p>██████ went on to explain that she is writing press releases regarding the issue, and that it is not okay that we do not have more information on timelines.</p> <p>I attempted to respond to her comment but she said thank you, goodbye and hung up.</p>
CT286	██████	Email	To: Project Team From: ██████	Support for BBP	05-27-2021	<p>*Add to CL</p> <p>Re: Proposed Bradford Bypass</p> <p>I am submitting my feedback on the proposed Bradford Bypass to connect Highways 404 to 400.</p> <p>This is long overdue in my opinion and will be a key piece of Ontario's highway infrastructure.</p> <p>So long as the environmental impacts around the Holland Marsh and river are mitigated, I am 100% in favour of the highway.</p> <p>I see this as improving traffic flow, reducing traffic congestion and improving road safety on existing Bradford streets and should help reduce pollution by eliminating the current stop/start at multiple traffic lights when driving from highway to highway.</p> <p>I currently drive through the area at least 20x or more per year and would be a regular user of the new highway.</p> <p>Thank you.</p> <p>██████</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Monday, May 31, 2021 3:52 PM To: ████████████████████ Subject: RE: Bradford Bypass</p> <p>Hello ██████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study. The Project Team acknowledges and appreciates your expressed support for the Bradford Bypass.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

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CT287		New Stakeholder Comment Form	To: Project Team From: [REDACTED]	Further studies	05-28-2021	would like to have the following environmental items added to your existing list of 15 items: Item 16 - please create a scale mock-up of the Bypass where it crosses from the West Holland River to the East Holland River. Item 17 - provide detail environmental testing concerning algae, duckweed and blue green algae on all water south of the Proposed Bypass. Item 18 - provide a bore hole analysis including water level on 25 foot centres from Artesian Parkway to east of East Holland River.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We understand your request for additional consideration for:</p> <ul style="list-style-type: none"> • Rendering or visual representation of the proposed river crossings at the Holland River and East Holland River branches • Water quality information upstream of the proposed highway corridor (south of the proposed Bradford Bypass) • Groundwater levels as they relate to geotechnical information <p>The Preliminary Design and project-specific assessment of environmental impacts is currently underway. This involves refinement to the 2002 EA approved alignment at select locations and the evaluation of design alternatives. This was presented in PIC #1 in April 2021. The materials for this first PIC continue to be available on the Project Website (https://www.bradfordbypass.ca/pic1/). The preferred alternative to the Preliminary Design, more detailed plans of the Holland River and Holland River Easy Branch crossing structures and environmental technical information, will be presented at PIC #2, and available for public review and comment. Upon completion of the Preliminary Design study, there will be further refinement of the design and environmental studies of that refined design carried out and finalized during the Detail Design phase.</p> <p>The Bradford Bypass is located within the Lake Simcoe Region Conservation Authority (LSRCA) regulation limits, south of Lake Simcoe. For those stormwater management facilities that may occur within the jurisdiction of the Nottawasaga Valley Conservation Authority and potentially influence the subwatershed, the MTO will apply NVCA water quantity and quality control guidelines.</p> <p>The project will not directly impact Lake Simcoe; however, the MTO will assess impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration</p>

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							<p>measures. Additionally, the MTO will evaluate the fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures. The studies will be undertaken to satisfy the MTO Environmental Reference for Highway Design, Highway Drainage Design Standards, Drainage Management Manual and other provincial and regulatory requirements.</p> <p>Preliminary design and detail design studies will build upon the environmental commitments from the 2002 Approved EA as it relates to water quality, drainage and stormwater management. The drainage and hydrology engineering studies undertaken for the project will develop an efficient and effective drainage system for the freeway, while addressing potential impacts related to runoff and the change in impervious cover. It is expected that several stormwater management features and infrastructure will be required as part of the design to meet the MTO Highway Design Standards and the LSRCA requirements for water quantity and quality control of discharges to Lake Simcoe, within the jurisdiction of the LSRCA. In addition, the design of the highway and stormwater management for the highway will meet the provincial legislative requirements for water quality and quantity under the <i>Ontario Water Resources Act</i> and <i>Environmental Protection Act</i>.</p> <p>As part of the Preliminary Design, door-to-door well assessments of all properties within a 500 m radius of the construction area were completed. As part of this assessment, homeowners received a letter and questionnaire provided AECOM with a brief history/information of any water well(s) on the property. As part of this questionnaire, homeowners were asked if they would like AECOM to come to the property (with COVID protocols) and test the rate of flow, take pictures of the well and collect an untreated groundwater sample for analysis against drinking water standards. This assessment created a baseline of the water well condition prior to construction activities and can potentially result in further monitoring/samples taken during and after construction of the new highway.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area.</p>

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							<p>Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT288		New Stakeholder Comment Form	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Add to CL	05-30-2021	Add to CL	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Monday, May 31, 2021 4:04 PM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Class Environmental Assessment Study.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

June 2021 - Consultation Record

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-236 Cont		To: Project Team From: [REDACTED]	Email	Add to CL	06-03-2021	Hi there, You can add me to the Project Contact List. Thank you. [REDACTED]	From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, June 15, 2021 1:23 PM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design and Environmental Assessment (EA) Study, undertaken in accordance with Ontario Regulation 697/21. We have added you to the Project Contact List and you will be notified through email of future Public Information Centre (PIC) #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Sincerely,
CT285		To: Project Team From: [REDACTED]	Email	Early Works details	06-03-2021	Hi, I'm just a citizen interested in this project. I noted that the schedule on the website suggests that construction would follow preliminary design, sometime in or after 2023. But I also observed that the Minister of Transportation has been quoted as suggesting work could begin early next year on Yonge Street. That leaves me a bit confused.	Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. Preliminary Design for the overall Bradford Bypass project is anticipated to be completed in early 2023. Detail Design and Construction will follow, subject to funding and approvals. The Project Team is also identifying opportunities for early works – Advanced Contracts as part of this project. Some preliminary early

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						<p>Could you clarify what construction, if any, is contemplated as early as next year?</p> <p>That would be much appreciated.</p> <p>Regards,</p>	<p>works activities that are currently being considered could include: new bridge construction (excluding watercourse crossings), bridge replacement or expansion, and utility relocation. As you may be aware, the Ontario government 2021 Budget allocated funding for the Bradford Bypass early works, which includes a grade separated crossing (bridge) at County Road 4/Yonge Street in the Town of Bradford West Gwillimbury.</p> <p>Prior to the commencement of any early works, MTO is still required to gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous Communities, and document decision-making. Other provincial and federal legislative and permitting processes would still apply. As per O. Reg. 697/21, a Draft Early Works Report for works completed at County Road 4 will be completed and will be made available to Indigenous communities, government agencies, and interested members of the public for review and comment.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT286		To: Project Team From: [REDACTED]	Email	Toll Road	06-03-2021	<p>Good Day</p> <p>Will this new bypass be a toll road?</p> <p>Thank you [REDACTED]</p> <p>Sent from my iPhone</p>	<p>*Question responded to in CT286.1 below</p>

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CT286.1		To: Project Team From: [REDACTED]	Email	Toll Road	06-15-2021	<p>*Response below is a reply to our auto response</p> <p>Good day,</p> <p>Thank you for your reply and information but my question still stands will this bypass be a toll road? Look forward to a response.</p> <p>Thank you, [REDACTED]</p>	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Wednesday, June 16, 2021 3:06 PM To: [REDACTED] Subject: RE: New bypass Simcoe/York Region</p> <p>Good afternoon [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Environmental Assessment (EA) Study, undertaken in accordance with Ontario Regulation 697/21.</p> <p>At this time, a decision regarding designation of the Bradford Bypass as a toll route has not yet been made.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centre (PIC) #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>
CT287		To: [REDACTED]	Email	PTE	06-10-2021	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca></p>	N/A

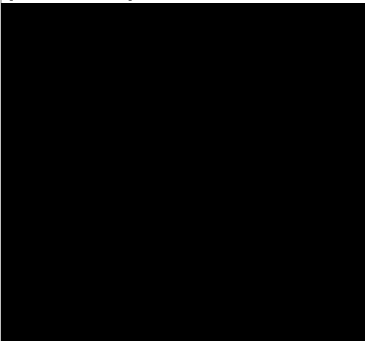
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		From: Project Team				<p>Sent: June 10, 2021 10:35 AM To: [REDACTED] Subject: Hwy 400-404 INK - PIN 580370062 [REDACTED] [REDACTED]</p> <p>Good Morning [REDACTED]</p> <p>Thank you for taking the time to speak to a project team member today ([REDACTED]). We are confirming receipt of the signed permission to enter (PTE) form for your property at [REDACTED] Bradford. As discussed verbally, your preferred method of contact is by phone call [REDACTED] and email [REDACTED], and you confirmed there are no conditions/additional info as it relates to your property. We thank you for your time and assistance. Prior to field investigations, you will be contacted 3-5 days in advance.</p> <p>You are on our contact list and will be notified through email of future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>	
CT288	[REDACTED]	To: Project Team From: [REDACTED]	Email	IAAC Decision	06-11-2021	<p>Hello,</p> <p>Today I noticed that the GTA West Project website posted their comments to the IAAC on the project designation request. I was wondering if those same comments have been posted on the Bradford Bypass website? If so could you please provide a link? If not will the MTO's comments be posted and/or are you able to provide a pdf copy?</p>	<p>*Includes responses to comments from CT288.1, 288.2 and 323</p> <p>Hello [REDACTED]</p> <p>We appreciate your patience and thank you for your continued interest and involvement with the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. This communication provides information to the requests received</p>

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						<p>Thank you,</p> <p>[REDACTED]</p>	<p>through the project email on June 11, June 13, June 18 and September 12, 2021.</p> <p>The website has been recently updated to include the Ministry's response to the Impact Assessment Agency of Canada (IAAC) IAA Designation Request. This information can be found on the EA Process page under the Impact Assessment Act (IAA) Federal IAA Process. To easily access this information please follow the link provided (https://www.bradfordbypass.ca/ea-process/). The updated section provides links to the Minister's Decision and the Canadian Impact Registry website page for this project.</p> <p>On October 7, 2021, Ontario Regulation 697/21 came into effect with respect to the exemption for the Bradford Bypass Project from the <i>Environmental Assessment Act</i>. The regulation sets conditions for the assessment process going forward and for continued environmental protection and consultations for the Bradford Bypass Project and associated Early Works. The MTO remains responsible for gathering existing information about environmental conditions, to predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous peoples, and document decision-making. Other provincial and federal legislative and permitting processes still apply. Further information regarding the conditions of the exemption can be found at the link here: https://www.ontario.ca/laws/regulation/r21697?search=697.</p> <p>Early works components of the project are subject to Ontario Regulation 697/21. The Ministry will meet the requirements of the regulation prior to advancing to construction. Currently, the Ministry is working collaboratively with Simcoe County for early works at County Road 4 and the Bradford Bypass. This builds upon the Municipal Class EA undertaken by Simcoe County for widening of County Road 4 and preliminary design and project-specific assessment of environmental impacts for the Bradford Bypass project. As per O. Reg. 697/21, a Draft Early Works Report for works completed at County Road 4 will be completed and will be made available to Indigenous communities, government agencies, and interested members of the public for review and comment.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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							If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.
CT288.1		To: Project Team From:	Email		06-13-2021	To Bradford Bypass Consultation Page, The Province must follow due process for all projects at present decisions are ad-hoc about the environmental assessment process. For the Bradford Bypass the Province's proposed changes to the regulation to exempt Condition 4 to enable less studies and early works construction is unacceptable. On top of this the the province of Ontario's current decisions and actions towards with regarding to environmental assessments is inconsistent and hypocritical. The Province just announced that the UYSS would be subject to a review by an expert advisory panel and the Province would not be making any decision, one that York Region government has spent \$100M on followed due process, yet the Province is unwilling to make a decision. It is nonsensical that the Province would have no issue proceeding with the Bradford Bypass and starting early works construction ahead of all of the required studies but is unwilling to make a decision when all the required information and due process has been followed by York region for the UYSS EA. On top of this the Province ignores the expert advisory panel for the GTA West Corridor, which concluded the Phase 1 conclusions of the EA recommending highway 413 are fundamentally flawed. The Province must follow due process and complete a new EA one that is completed that reflects the realities of today, the Greenbelt Plan, the Lake Simcoe Protection plan. Yours truly, 	*See CT288 Above
CT288.2		To: Project Team From:	Email		06-18-2021	I am just wondering if I should expect a response? Thank you, 	*See CT288 Above
CT289		To: From:	Email	Future infrastructure plans	06-01-2021	Hi I hope all is well with you.	From: Sent: Wednesday, June 2, 2021 11:41 AM To: Cc: projectteam@bradfordbypass.ca

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						<p>We, at Bradford, are working on the plans for our future infrastructure along Artesian Parkway. These will have to cross the new highway.</p> <p>I wish some assistance with the following.</p> <ol style="list-style-type: none"> Will the highway be an overpass or underpass at Artesian? Can you share preliminary drawings at this location? I wish to determine the necessary depth of sewers at this location. That would impact our design and cost estimation for development charges. What is the desired separation between the highway and sewers/stm/water pipes? I presume these pipes will have to be in sleeves, please confirm 	<p>Subject: RE: Preliminary Drawings: Bradford Bypass & Artesian Parkway</p> <p>Hi [REDACTED]</p> <p>Thank you for reach out to us.</p> <p>There is some information currently available through our project website at Artesian Parkway that may be a good first step for general details at this location. https://www.bradfordbypass.ca/2021/04/09/8-general-design-refinements/</p> <p>Our project manager will connect with you to address your questions. I've copied [REDACTED] on this email to facilitate that discussion.</p> <p>Cheers, [REDACTED]</p>
CT149 Cont	[REDACTED]	To: [REDACTED] From: [REDACTED]	Email	[REDACTED] requesting messaging details on property impacts	06-16-2021	<p>[REDACTED]</p> <p>Hope you have been doing well. We have received a few inquiries from the public regarding what will happen for the properties that the Bypass is proposed to run through. Is there any strategy or messaging I may be able to relay in this regard? I am aware of the project website and consultation to date but just wondering if there is anything more specific I can direct anyone to at this point, or even reference to typical approaches done for other Highway projects/extensions.</p> <p>Thanks and appreciate any help you can provide.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>There are approximately 80 private properties that are anticipated to be partially or fully impacted by the Bradford Bypass expansion project. As part of the Preliminary Design, MTO will meet with individual landowners through 2021 and early 2022 to discuss potential or expected impacts to individual properties, working with them to understand their individual concerns and identify opportunities to mitigate impacts. If an individual who reaches out to you, owns property within the limits of the 2002 Approved EA alignment right-of-way, we recommend that they be directed to contact the Project Team directly. We currently have direct communication with all directly affected property owners through our project contact list and would also have received communications through the Permission to Enter requests.</p> <p>Where appropriate and where there is an identified need, MTO has begun the process of acquiring lands from willing sellers. With respect to the purchase of properties, it is the MTO's preferred approach to negotiate in good faith with owners as early as possible to reach amicable agreements for the acquisition of any properties</p>

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							<p>needed to support important infrastructure improvements like this. Expropriation is only used when agreements can't be reached within suitable project timeframes.</p> <p>MTO has established an alternate process to the former Hearings of Necessity for receiving comments from property owners about a proposed expropriation and for considering those comments. Under this process, any owner of lands who was served a notice of expropriation is given the opportunity to comment on the proposed expropriation. They can do so by submitting comments about the proposed expropriation to the Assistant Deputy Minister, Transportation Infrastructure Management Division, within thirty days of receiving the notice.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT290		To: Project Team From: [REDACTED]	Email	Info on potential impacts to property (noise)	06-22-2021	<p>From: [REDACTED] Sent: Friday, June 18, 2021 4:07 PM To: info@bradfordbypass.ca Subject: Request for Information</p> <p>Good afternoon,</p> <p>I have been following the planning of the Bradford bypass only recently- as we moved here this year. Obviously I am very apprehensive about the destruction and construction in general however we specifically require information regarding the noise levels during and after construction. We live near Barrie and Britannia. What specific information can you provide me with? Please include</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team acknowledges your concerns regarding the construction of the freeway and the potential impacts to properties and the natural environment. Environmental and design studies are being undertaken to identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts. A list of the studies being undertaken can be found on the project website https://www.bradfordbypass.ca/overview/. Through the preliminary design and project-specific assessment of</p>

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						<p>mitigation plans, noise level comparisons and any other relevant information.</p> <p>Thank you kindly,</p> <p>[LOCATION BELOW]</p> 	<p>environmental impacts, the Ministry will evaluate potential impacts of the highway. A Reasoned Argument (trade-off) method of evaluation will be used to identify the advantages to select the preferred refinements and alternatives. This considers evaluation criteria that includes consideration for direct and indirect impacts to residential properties. The MTO and Project Team work closely with property owners within and immediately adjacent to the project.</p> <p>With respect to noise, the Ministry will undertake a Noise Impact Assessment of the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. This study will investigate potential noise impacts and identify noise mitigation efforts, including consideration for existing and future noise barrier walls, where the proposed improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide.</p> <p>Construction-related noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide (https://prod-environmental-registry.s3.amazonaws.com/2021-08/Environmental%20Guide%20for%20Noise%202021%20%28Aug%202021%29.pdf).</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

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CT291	[REDACTED]	To: Project Team From: [REDACTED]	Email	Info on potential impacts to property	06-21-2021	<p>Hi there,</p> <p>I'm wondering if you can help me out with a question.</p> <p>I have a client interested in purchasing a property on [REDACTED]. I know that this is the proposed location for the Bradford Bypass and I am just wondering, if this project is to happen, what happens to the properties that line Bathurst Street?</p> <p>Just wanting to make sure we have all the information necessary before going ahead with this purchase. I would appreciate any help you can give me. Feel free to email or call me back.</p> <p>All the best,</p> <p>[REDACTED]</p>	<p>[REDACTED] called [REDACTED] and spoke to her on 06-28-2021</p> <p>[REDACTED] inquired about additional information regarding the property. [REDACTED] indicated that the original property she was inquiring about has just sold. Talia provided the address for the property that was recently sold and another property she is thinking about selling. The addresses are:</p> <p>[REDACTED]</p> <p>[REDACTED] used the PTE mapping to look at both of these properties in regards to the alignment. [REDACTED] also looked at the addresses in the PTE Live table.</p> <p>[REDACTED] indicated to [REDACTED] that most likely neither of these properties would be impacted but the alignment is subject to change and we cannot confirm exact alignment or impacts at this time.</p> <p>[REDACTED] thanked [REDACTED] for the information.</p> <p>[REDACTED] indicated that [REDACTED] will be added to the contact list and she will be updated as the project progresses.</p> <p>[REDACTED] thanked [REDACTED] for her time and said she had no further questions.</p> <p>[REDACTED] closed the comment - neither properties are PTE properties</p>
CT292	[REDACTED]	To: Project Team From: [REDACTED]	Email	Equipment for construction for the BBP	06-21-2021	<p>I hope this email finds you well.</p> <p>I understand that Bradford bypass project is currently under study and preliminary design. I was wondering if it's being handled by an engineering company.</p> <p>If yes, may I ask what company and the contact info?</p> <p>[REDACTED] is a proven company for supplying compressed air equipment. We'd be happy to offer our service to this fantastic project and the team. I have attached a line card including our products and services for more information.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake this Preliminary Design and project-specific assessment of environmental impacts for the proposed Bradford Bypass. Preliminary Design for the overall Bradford Bypass project is anticipated to be completed in early 2023. Detail Design and Construction will follow, subject to funding and approvals. Engineering design firms and Contractors for Ministry projects go through the Registry, Appraisal and Qualification System</p>

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						<p>You may find my contact info below.</p> <p>Have a very nice day.</p>	<p>(RAQS) bidding and awards process. Information about organizations retained by the Ministry for future design and construction phases for this project are not known at this time.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT292.1		To: Project Team From: [REDACTED]	Voicemail	Engineering company offering services/ equipment	06-23-2021	<p>Good afternoon by name is [REDACTED] and I am calling from [REDACTED] I was wondering if I could speak with one of the project team. I just want to know if the bypass project has an engineering company yet or is going to have, and how I can contact them. My phone number is [REDACTED]</p> <p>[REDACTED] thank you very much and have a great day.</p>	*See CT292 for Response
CT292.2		To: Project Team From: [REDACTED]	Voicemail	Engineering company offering services/ equipment	06-23-2021	<p>Good afternoon team,</p> <p>Thank you very much for your informative email. I'd like to be on your Project Contact List, if possible please include me.</p> <p>[REDACTED]</p> <p>Have a great day.</p>	*See CT292 for Response
CT078 Con't		To: Project Team From: [REDACTED]	Phone	-	06-22-2021	<p>The Project team had a missed call from [REDACTED]</p>	<p>[REDACTED] called [REDACTED] on 06-23-2021 at 3:23pm.</p> <p>[REDACTED] asked if she could speak to [REDACTED] person confirmed they are [REDACTED]</p> <p>[REDACTED] indicated that we had a missed call and was returning the call to inquire if there were any questions or concerns she can clarify.</p>

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							<p>[REDACTED] indicated that he didn't realize he had called the Project Team and he did not have any concerns at this time.</p> <p>[REDACTED] closed the comment.</p>
CT293	[REDACTED]	To: Project Team From: [REDACTED]	New Stakeholder Comment Form		06-25-2021	No the project does not affect delivery of programs and services	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Friday, June 25, 2021 2:57 PM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Environmental Assessment (EA) Study, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, Hello [REDACTED]</p>
CT084	[REDACTED]	To: Project Team From: [REDACTED]	Email	Requesting additional information on navigation and bridge heights	06-29-2021	<p>To reiterate your more info needed on different boating requirements for east and west holland river bridge heights for the Bradford bypass would be for a flybridge / sailboat vessel height needed a minimal of approximately 19 metres.</p> <p>Thank you .</p>	<p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team appreciates the information you have provided regarding the recommended height requirements for accommodating navigation on the Holland River and Holland River east branch. The</p>

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							<p>Ministry will consider vessels, such as sailboats with mast height approximately 19 m high. The Ministry recognizes that there are upstream limits to navigation at Bridge Street/Yonge Street (Holland River) and Queensville Sideroad W (Holland River east branch) that may limit further upstream access for these vessel types. This information will be considered as the preliminary bridge designs are developed as part of this study.</p> <p>Please note that the Project Team is also actively engaging with Transport Canada to design the bridge structures in compliance with the <i>Canadian Navigable Waters Act</i>.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT294		To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Add to CL	06-30-2021	Stakeholder comment form- No comments	<p>From: projectteam@bradfordbypass.ca <projectteam@bradfordbypass.ca> Sent: Tuesday, July 6, 2021 4:29 PM To: [REDACTED] Subject: RE: New Stakeholder Comment Form Entry</p> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and Environmental Assessment (EA) Study, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the</p>

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							<p>Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, Hello [REDACTED]</p>
CT295	[REDACTED]	To: Project Team From: [REDACTED]	Email	Former infrastructure for BBP and impacts	06-30-2021	<p>From: [REDACTED] Sent: Wednesday, June 30, 2021 4:08 PM To: projectteam@bradfordbypass.ca Subject: Bypass Proposal</p> <p>In the late 1950's (I believe) there was an approved Bradford bypass. The ironwork for the bridge across the Holland River at Cooks Bay had been delivered and the project was then halted for environmental concerns. The iron was left to rust into the ground along side of the river.</p> <p>Have you studied the failure of this past project and addressed any environmental issues before proceeding with further studies?</p> <p>Thank you,</p>	<p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>This Preliminary Design and EA Study was initiated in 1992 as part of the Route Planning and EA Study. In December 1997, an EA Report was submitted documenting the EA process for the route selection, right-of-way (ROW) designation and future commitments for the Highway 400-Highway 404 Link (Bradford Bypass). A Notice of Approval to proceed with the undertaking was issued by the Minister of Environment and Energy on August 28, 2002. Cook's Bay was not located within the Study Area for the 2002 Approved EA and therefore any proposed ironwork bridge from the 1950's at Cook's Bay is not within the limits of the study area and pre-dates both the 1997 Bradford Bypass EA study and the current Preliminary Design and project-specific assessment of environmental impacts.</p> <p>A copy of the 2002 Approved EA can be found on the Overview page of the Project Website (https://www.bradfordbypass.ca/overview/).</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

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							<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

July 2021 - Consultation Record

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CT296		To: Project Team From: [REDACTED]	New Stakeholder Comment Form	Requesting more information about the lands north and south of the BBP	07-03-2021	*add to CL As a resident (15+ yrs) the current Map of the bypass proposes a Hwy through the current "top" of Bradford. Highly unlikely this will be the case in 2025, 2035 or 2051. Bradford is rapidly growing N and E. As an active Senior, I travel extensively through Bradford - N and S to Newmarket / EG. The proposed Hwy by-pass, I feel will add significantly to the amount of light & heavy (truck) travel and more so at the interchanges and particularly in Winter (snow/ice/white-outs. etc.). Although I'm not in objection to a "by-pass" recognizing that population and industry drive the economy of ON. I would like to know more about the lands N of Bradford and E of the Holland River to understand more visually and the environmental impact to those areas. Thank you.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Ontario government is addressing current and future transportation needs in Simcoe County and York Region and continues to advance planning for the Bradford Bypass project, a proposed transportation corridor connecting Highway 400 and Highway 404. Both the County of Simcoe and Regional Municipality of York are expected to experience rapid growth over the next 10-20 years and investing in this new 16-kilometre transportation corridor is needed to relieve congestion on existing east-west local roads and provide an improved connection between Highway 400 and Highway 404.</p> <p>Our government is committed to making sure that our transportation system works for all the people of Ontario. That's why we're making historic investments in transit and transportation infrastructure to dramatically expand and enhance the province's transportation network. The Bradford Bypass is one component of this investment in transit and transportation infrastructure.</p> <p>Preliminary Design for Bradford Bypass will include a wide range of environmental studies in accordance with EA and current legislative requirements, including a Traffic Study. The information, data and findings from the Traffic Study completed for this project will be summarized in the draft Environmental Conditions Report (ECR) and draft Environmental Impact Assessment Report (EIAR) prepared in accordance with Ontario Regulation 697/21.</p> <p>As part of this current Preliminary Design and project-specific assessment of environmental impacts, the MTO is also undertaking 15 environmental studies update and document existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts to meet current environmental legislative requirements. Environmental studies will be conducted in order to evaluate potential impacts and identify mitigation measures for environmental protection. The results of these preliminary design studies will be presented during the next Public Information Centre (PIC #2) to be held during the fall of 2022, and in the Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR). The Environmental Conditions Report (ECR) and the Environmental Impact Assessment</p>

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							<p>Report (EIAR) will be prepared to document the final description of the freeway alignment and design, environmental impact evaluation results, mitigation measures, monitoring activities, and potentially required permits and approvals and will be made available to government agencies, Indigenous communities and interested members of the public for review and comment.</p> <p>To view the current proposed alignment in the area East of the Holland River, you may review the information provided during PIC #1 at the following link: https://www.bradfordbypass.ca/2021/04/09/9-bradford-bypass-mainline-refinement-holland-river-east-branch-crossing/.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website, and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT298		To: Project Team From:	Email	Time savings from BBP	07-05-2021	<p>How many people will this divert from the busy congestion now? I understand there is 30,000-40,000 Average daily traffic through Young street passing through Bradford.</p> <p>Do you guys have more information in the terms of the traffic that will be alleviated or the daily traffic currently vs what is expected?</p> <p>Thank, </p>	<p>Hello </p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Bradford Bypass would mainly divert vehicles from parallel east-west corridors within Bradford West Gwillimbury and surrounding areas. Increases in traffic volumes can be expected along crossing roads in vicinities of interchanges.</p> <p>As part of this current Preliminary Design and project-specific assessment of environmental impacts, MTO is undertaking a Traffic Study in accordance with the regulation. The information, data and findings from the Traffic Study completed for this project will be summarized in the draft Environmental Conditions Report (ECR) and</p>

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							<p>draft Environmental Impact Assessment Report (EIAR) and will be presented at PIC#2.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website, and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT299		To: Project Team From: [REDACTED]	Email	BBP and Alleviating traffic	07-07-2021	How is the bypass going to help alleviate traffic on Hwy. #11 between Greenlane and Dissette? Do you have information you can send me? Hwy. #11 is over capacity and has been getting worse with traffic volume. Any plans for widening that strip, which would greatly help?	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>As part of this current Preliminary Design and project-specific assessment of environmental impacts, MTO is undertaking a Traffic Study in accordance with the regulation. The information, data and findings from the Traffic Study completed for this project will be summarized in the draft Environmental Conditions Report (ECR) and draft Environmental Impact Assessment Report (EIAR) and will be presented at PIC#2.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website, and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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							If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.
CT304		To: MTO Project Team From: [REDACTED]	Email	Increasing public transit	07-21-2021	<p>To Whom It May Concern;</p> <p>I am writing to let you know I am opposed to the construction of the Bradford bypass. Not only is it proposed to be built on environmentally sensitive land, it sends the wrong message in this time of global warming. The individual car, even if electric, still makes a huge footprint environmentally. Every effort needs to be made to improve public transit and study after study shows that more roads lead to less money for public transit and less use of public transit by the public. Now is the time for bold measures and stopping this ill-advised bypass would be one small bold step. Construction needs to be stopped before it is begun.</p> <p>Yours Sincerely [REDACTED] [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team acknowledges your concerns regarding the proposed freeway and the potential impact on the natural environment. As part of this current Preliminary Design and project-specific assessment of environmental impacts, the MTO is undertaking 15 environmental studies to 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. The results of these preliminary design studies will be presented in the study documentation and as part of the next PIC (#2) to be held during the fall of 2022.</p> <p>An Environmental Conditions Report (ECR) and an Environmental Impact Assessment Report (EIAR) will be prepared to document the final description of the freeway alignment and design, environmental conditions, preliminary impact assessments, proposed mitigation measures and monitoring activities, and identify the environmental permits and approvals required. These documents will be made available to government agencies, Indigenous communities and interested members of the public for review and comment in accordance with Ontario Regulation 697/21.</p> <p>The Ontario government is considering and addressing current and future transportation needs in Simcoe County and York Region. As part of this, they continue to advance planning for the Bradford Bypass project. Both the County of Simcoe and Regional Municipality of York are expected to experience rapid growth over the next 10-20 years and investing in this new 16-kilometre transportation corridor is needed to relieve congestion on existing east-west local roads and provide an improved connection between Highway 400 and Highway 404.</p> <p>The government is keeping its promise to build better public transit. Ontario is moving forward with two-way, all-day service every 15 minutes on key segments of the GO Transit rail network, improving access to transit and convenience for the people of Ontario. Through continued collaboration with Metrolinx and Infrastructure Ontario,</p>

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							<p>the province continues to move forward with critical procurements, including additional infrastructure along all GO rail corridors.</p> <p>Even with the currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). Our government is committed to making sure that our transportation system works for all the people of Ontario. That's why we're making historic investments in transit and transportation infrastructure to dramatically expand and enhance the province's transportation network. The Bradford Bypass is one component of this investment in transit and transportation infrastructure.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website, and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT306		To: Project Team From: [REDACTED]	Email	Works on County Rd 4	07-22-2021	<p>From: [REDACTED] Sent: Thursday, July 22, 2021 11:07 AM To: projectteam@bradfordbypass.ca Subject: Re: Request for information</p> <p>Good day, attached is a notice regarding the widening of county road 4. Is this in anticipation for the bypass? Also with the intensification, has any considerations on been given to buffer the adjacent neighbourhood with additional vegetation/barriers to combat noise/pollution. I have written several times and have only received canned response emails.</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The County of Simcoe has completed a separate Municipal Environmental Assessment (EA) for the widening of County Road 4 between Line 8 and County Road 89. As stated in the notice you provided, the County of Simcoe has initiated site preparation works for Phase I between Line 8 and Line 11. The Ontario government 2021 Budget allocated funding for the Bradford Bypass early works. As defined in Ontario Regulation 697/21, Early Works includes a grade separated structure (bridge) at County Road 4/Yonge Street, to be advanced by the Ministry.</p>

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							<p>AECOM has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Preliminary Design and project-specific assessment of environmental impacts for the new County Road 4 bridge over the future Highway 400 – Highway 400 Link (Bradford Bypass). The Early Works, (new bridge) will be designed to include the widening of County Road 4 which was approved through the County of Simcoe's separate Municipal Class EA study.</p> <p>With respect to noise concerns, a Noise Impact Assessment is being completed to focus on the Early Works, which will look to minimize impacts through adjustments to highway gradient and/or vertical alignment and evaluate mitigation measures in accordance with the MTO Environmental Guide for Noise. A separate noise study will be completed for the Bradford Bypass preliminary design. Additionally, landscaping plans will be developed for project as part of County Road 4 Early Works and as part of the Bradford Bypass project to provide plantings and vegetative buffering where appropriate for snowdrift, noise and aesthetics. Best management practices will be followed to minimize noise impacts during construction, as part of the construction of the Early Works.</p> <p>Upon completion of the County Road 4 Early Works study, an Early Works Report will be prepared to document the design and environmental study. The report will be made available for public review and comment.</p> <p>We have added you to the Project Contact List and you will be notified through email of Early Works Report and the future PIC #2 and updates for Bradford Bypass study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website, and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT309		To: Project Team From: [REDACTED]	Email	2nd Concession IC / Noise Control / Construction	07-24-2021 NOTE: Follow-up email and	I own and live at the above referenced property [REDACTED]. Please provide particulars re: the following issues: 1. plan for intersection with 2nd concession.	Hello [REDACTED]

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				Timeline / Access Disruptions / Surface Water Impacts / Wildlife Impacts	phone call on 08-18-2021	<p>2. elevation of the highway above ground level west of 2nd concession to east holland river.</p> <p>3. plans (if any) for noise control along the section of road just south of my property.</p> <p>4. when is construction expected to start/end on the section near my property.</p> <p>5. plans (if any) for road access disruption during construction.</p> <p>6. plans to ensure north/south waterflow through marshland just south of western boundary of my property is not disrupted.</p> <p>7. plans to ensure wildlife is protected from the highway itself and the restriction it places on their movement.</p> <p>Thanks</p> <p>August 18 phone call message: "My name is [REDACTED]. My telephone number is [REDACTED]. I emailed the project team back on July 24 some questions I had about the project. I am an adjoining land owner and I'm going to be seeing this highway from the front door of my house. I sent specific questions and I haven't received anything back. July 24 from myself to project team, so if someone could give me a call that would be great [REDACTED]. The email was sent by [REDACTED]. That was the sender of the email that went to project team. Thanks, by for now."</p>	<p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Preliminary Design and project-specific assessment of environmental impacts of the Bradford Bypass includes proposed interchanges at County Road 4, Bathurst Street and Leslie Street. These interchange locations were identified in the 2002 EA approved Route Planning Study, which were developed, evaluated, and selected through an evaluation process. It is noted that municipalities within the Study Area of the Bradford Bypass have generated Official and Transportation Master Plans based on the proposed Bradford Bypass as per the approved EA (2002) in order to address traffic demand as a result of population and employment growth projections. As a result, the Project Team will continue to engage municipalities and will support future municipal interchange initiatives.</p> <p>Design profiles are currently in development and are preliminary in nature at this time. They are subject to change during development of the Preliminary Design as well as refinement through subsequent phases of design. Presently, the freeway crossings at Yonge Street and 2nd Concession Road are both planned as overpasses.</p> <p>A Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's <i>Environmental Guide for Noise</i>. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barrier walls, where the proposed improvements to the Project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted as part of the design, it must meet MTO's technical, economic, and administrative feasibility criteria as defined in MTO's Noise Guide. Construction-specific noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>Preliminary Design for the Bradford Bypass project is anticipated to be completed in early 2023. Detail Design and Construction will follow, subject to funding and approvals. MTO will follow the Early Works Assessment Process outlined in Ontario Regulation 697/21 for the County Road 4 Early Works. The regulation provides for</p>

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							<p>assessment on the grade separated bridge crossing at County Road 4 (Yonge Street) and the ability to proceed with this work in advance of the main Bradford Bypass Project. Provided that MTO completes an Early Works Assessment Process, MTO will still be required to complete all regulatory requirements set work in the regulation, including carrying out consultation, and obtaining permits and approvals for the project. The Ministry is working collaboratively with Simcoe County for early works at County Road 4 and the Bradford Bypass. This builds upon the Municipal Class EA undertaken by Simcoe County for widening of County Road 4 and preliminary design and environmental assessment for the Bradford Bypass project.</p> <p>Traffic management plans will be developed during detail design phases in consultation with municipalities and adapted during construction to outline appropriate methods for maintaining access and providing traffic disruption information. Access through the corridor along major or key roadways will be maintained during construction. This will include consideration for access along 2nd Concession through the project corridor.</p> <p>The Project Team will undertake fluvial geomorphology, drainage, and hydrology engineering studies to develop an efficient and effective drainage system for the freeway, while addressing potential impacts relative to runoff and surface water flow in consultation with conservation authorities and provincial agencies. Further information regarding the results of these studies will be presented as part of Public Information Centre #2 which will be held later in the Project.</p> <p>MTO will evaluate the fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures. The studies will be undertaken to satisfy the MTO Environmental Reference for Highway Design, Highway Drainage Design Standards, Drainage Management Manual, and other provincial and regulatory requirements.</p> <p>Wildlife mitigation and opportunities for exclusion fencing and wildlife passages will be investigated using data obtained during the Terrestrial Ecosystems studies, and through consultation with regulatory agencies.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website, and distributed via Canada Post Unaddressed</p>


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							<p>Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT310		To: Project Team From: [REDACTED]	Email	Construction Timeline	07-29-2021	<p>Hi, Team workers,</p> <p>I am a resident of [REDACTED] is there any planned date of starting or finishing of the bypass?</p> <p>If there is, please kindly let us know.</p> <p>Thank you and have a nice day!</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Preliminary Design for the Bradford Bypass project is anticipated to be completed in early 2023. Detail Design and Construction will follow, subject to funding and approvals.</p> <p>For Early Works, MTO will follow the Early Works Assessment Process outlined in Ontario Regulation 697/21 for the County Road Early Works. The regulation provides for assessment on the grade separated bridge crossing at County Road 4(Yonge Street) and the potential to proceed in advance of the rest of the Bradford Bypass Project. Provided that MTO completed an Early Works Assessment Process, MTO will still be required to complete all regulatory requirements set work in the regulation, including carrying out consultation, and obtaining permits and approvals for the project. The Design-Build Ready package for the Early Works was prepared and issued for tender in November 2021, with an anticipated award of the Early Works design-build for spring 2022.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

August 2021 - Consultation Record

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CT311		To: Project Team From: [REDACTED]	Phone [REDACTED]	Proximity to Property Coyote Den	August 3, 2021	<p>"Hi, it's [REDACTED] calling [REDACTED]. I have a couple of questions about the Bradford Bypass. I'm wondering how close it is to my property. I live on [REDACTED] and I just wondered how close it was to the backyard of my property. I've been looking online and it shows approximately where it is but it doesn't give me the measurements and I really want to know and I was wondering if it does go in are you going to plant trees along the back there and if anybody has mentioned concerns about the coyote den that's been there for quite awhile. It seems to look like the highway might run right into it so there's concerns about that too. Thanks, bye."</p> <p>PHONE CALL REQUIRED</p> <p>[REDACTED] called on 10-20-2021 at 12:41PM and received no answer.</p> <p>[REDACTED] called on 10-20-2021 at 4:55PM and [REDACTED] husband of [REDACTED] answered. He stated the following:</p> <ul style="list-style-type: none"> • Their address is [REDACTED] not [REDACTED] • Same questions as before: how far back from the property line would it be? Are we aware there's a coyote den 100 yards North of the Property. If the highway does go in, what noise mitigation measures will we be using? • Email this information to: [REDACTED] 	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts undertaken in accordance with Ontario Regulation 697/21.</p> <p>The centerline or 'middle' of the 2002 EA Approved alignment will be approximately 50-60m from the edge of the right-of-way. Refinement alternative 1, presented at PIC 1, proposes a slight northerly shift of the freeway alignment in proximity to [REDACTED] creating more separation between the freeway and developed lands to the south of the freeway right-of-way, compared to the 2002 Approved EA alignment. The proposed alignment of the Bradford Bypass and interchange refinement alternative at County Road 4/Yonge Street can be viewed as part of the PIC materials (https://www.bradfordbypass.ca/2021/04/09/8-general-design-refinements/). This image shows the approximate location of the alignment and interchange ramps in proximity to the [REDACTED] subdivision to the south.</p> <p>The refinement of the freeway alignment geometry considers environmental and engineering design constraints. The preferred alternative to the preliminary design with details in the area of [REDACTED] will be presented at PIC #2, and available for public review and comment. Building upon the preliminary design project-specific assessment of environmental impacts, further refinement of the design will be carried out and finalized during the detail design phase.</p> <p>Regarding noise mitigation measures, a Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed improvements to the project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic, and administrative feasibility criteria as defined in MTO's Noise Guide.</p>


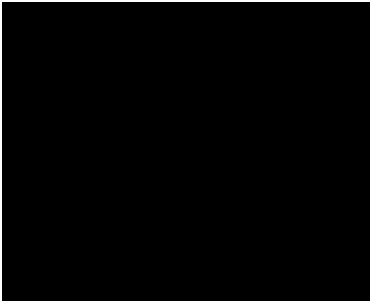
						<p>In addition, the MTO endeavors to find innovative opportunities to address noise mitigation efforts through engineering of various types, enhancements of engineering materials, construction technologies/enhancements, and pavement structures (such as quiet pavements), which will be investigated for consideration in the appropriate design phase. The Project Team provided details on this during the East Gwillimbury council presentation on July 27, 2021. We encourage you to view the recorded session through the town website for additional information.</p> <p>Construction-related noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>Thank you for informing us of the coyote den. We have shared this information to our wildlife specialists to be considered as part of the terrestrial ecosystem study.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT312		To: Project Team From:		Construction start date	August 4, 2021	<p>Hi there, when is the start date planned for?</p> <p>Held</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Preliminary Design for the overall Bradford Bypass project is anticipated to be completed in early 2023. Detail Design and Construction will follow, subject to funding and approvals.</p>

						<p>On October 7, 2021, Ontario Regulation 697/21 came into effect exempting the Bradford Bypass Project from the <i>Environmental Assessment Act</i>. The regulation sets conditions for the assessment process going forward and for continued environmental protection and consultations for the Bradford Bypass Project and associated Early Works. MTO will follow the Early Works Assessment Process outlined in Ontario Regulation 697/21 for the County Road Early Works.</p> <p>Upon study completion of the County Road 4 works, a draft Early Works Report will be prepared to document the design and environmental study, which will be made available for public review and comment.</p> <p>We have added you the Project Contact List and you will be notified through email of future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project and its schedule as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT313	████	<p>To: Project Team</p> <p>From: ██████████</p>	<p>Email: ██████████</p>	Structures and construction methods used	<p>August 5, 2021</p> <p>Hello Bradford By Pass team.</p> <p style="text-align: right;">August 5, 2021.</p> <p>I am interested in what types of structures are to be constructed throughout the length of the bypass. I was employed at the Town of EasyGwillimbury as the Operations Manager and retired in 2008. At the time I retired the Bradford bypass was a substantial part of traffic and development conversation and of course, as you are aware, it is still quite a hot topic today.</p> <p>The reason I am asking about the types of structures to be utilized, is that some people against the building of the bypass, have stated that much of the wildlife will lose their habitat. I am of the opinion that if the proper structures are</p>	<p>Hello ██████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design-and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>At this stage of the study, various engineering field investigations and assessments are underway including geotechnical, fluvial, and drainage and hydrological assessments. Upon the completion of these investigations and assessments, recommendations will factor into the determination of the preferred structure types and design. The structures will be designed in accordance with the latest design standards, guidelines, and policies. At this stage of the study, structural design information is limited to preliminary</p>

						<p>constructed then wildlife, including fish, will have an enhanced habitat. I am stating this as I am fully aware, as you are, that there is a major portion of the bypass area in East Gwillimbury and the eastern end of Bradford West Gwillimbury that is marshland or wetlands, or as I call it swamp. This area begins east of the 2nd Concession in East Gwillimbury and doesn't seem to end until north of Bradford.</p> <p>The construction methods used in Ontario have been to preload the wet area approaches with clay fill and then place a structure over the navigable waterway in order to build the roadway. In the U.S.A., especially in the southeastern states, where wetlands abound, they do not use the preloading method to the magnitude utilized in Canada and the northern U.S. They instead, construct lengthy low level structures as the approaches to the bridge over the navigable waterway, possibly only 1 to 1.5 metres above the wetland area. This area under those low level structures then creates wildlife habitat where, especially fish, tend to flourish. I have spoken to various road constructors and operations staff in the U.S. during my travels in recent years to acquire the information I have stated in this e-mail.</p> <p>I am curious, if this has been considered as a construction method on the Bradford bypass or not. I would think that both the environmentalists and the animal rights faction oppositions to the bypass may look at the project in a different or better light than their normal negative attitude to the bypass, if this was presented to them. I also am a realist and this method of constructing low level structures will most likely be more costly, however, it may speed up the opening of the Bradford bypass by being able to move forward and get it built.</p> <p>Please send me your comments on what I have provided here today.</p> <p>Thank You,</p> <p></p>	<p>determinations that have been made with respect to overpass and underpass locations as detailed in the Public Information Centre (PIC) #1 material on the project website (https://www.bradfordbypass.ca/2021/04/09/8-general-design-refinements/). Overpasses are proposed at 9th Line at Highway 400, 10th Sideroad, Artesian Industrial Parkway, Metrolinx Rail Line, Holland River, proposed Bathurst Street Interchange, Holland River East Branch, Yonge Street, 2nd Concession Road, and the proposed Leslie Street Interchange. Underpasses are proposed at Professors Day Drive and proposed County Road 4 interchange.</p> <p>The Project Team are aware of design constraints and considerations surrounding the wetlands in East Gwillimbury and the eastern end of Bradford West Gwillimbury and are investigating innovative opportunities to develop the design within these areas. The bridge design will consider the initial capital construction costs, future maintenance regiments, number of bridge spans as well as height requirements to accommodate navigation in the Holland River and Holland River East Branch. Environmental constraints, including those related to fisheries and terrestrial ecosystems will be factored into the design as it progresses.</p> <p>As part of our ongoing commitment to minimize environmental impacts, MTO is undertaking additional environmental studies for fisheries, landscaping, land use and property impacts, terrestrial ecosystems, species at risk, and surface water & stormwater management. Furthermore, previous commitments made in the 2002 Approved EA will be carried forward to ensure all approvals and legislative requirements at both the federal and provincial levels are met.</p> <p>The design will be a collaborative process considering inputs from environmental factor-specific specialties to understand existing conditions, develop appropriate recommendations for the conceptual landscape plan that is integrated with the various engineering design studies.</p> <p>As we continue to refine and evaluate alternatives throughout the preliminary design and environmental assessment process, MTO will continue to consult and engage with the public, key stakeholders, regulatory agencies and Indigenous communities to discuss the project and solicit feedback on the design. The results of these consultations and evaluation for the selection of the technically preferred</p>
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						<p>design will be presented to the public at a second PIC (PIC 2) in the fall of 2022.</p> <p>We have added you the Project Contact List and you will be notified through email of future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
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CT314	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Employment	August 8, 2021	<p>Hi there, I'm inquiring about who the earth movers are doing the 400-404 bypass construction? I'm in [REDACTED] but would maybe relocate. Myself, My daughter and son are heavy equipment operators as well. If someone could please get back to me with what company to contact for work. Thank you very much for your time.</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake this Preliminary Design for the proposed Bradford Bypass. Preliminary Design for the overall Bradford Bypass project is anticipated to be completed in early 2023. Detail Design and Construction for the project will follow once the Preliminary Design is complete. Completion of the next phase of design and construction are subject to funding and approvals, with MTO issuing Requests for Proposals (RFPs) at both the Detail Design and Construction Phases. At this time, no engineering or construction companies have been selected for these stages.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT319	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Property Inquiry	August 19, 2021	<p>Hello, My family wasn't to buy house on [REDACTED] [REDACTED] On this lot a lots of trees I would like to know if the new project will affect the lot that my family want to buy? As it looks very close to hightway bypass. Thank you Sincerely [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The proposed Bradford Bypass will have no direct impacts on [REDACTED] This property is located approximately [REDACTED] of the</p>

							<p>2002 Approved EA right-of-way. Please refer to the map below to see the approximate location of the property relative to the proposed alignment (marked with a yellow 'X').</p> 
CT320		<p>To: Project Team</p> <p>From:</p>	<p>Three Emails:</p>	<p>Mapping of bypass Road Noise Traffic Issues</p>	<p>August 25, 2021 and August 26, 2021</p>	<p>August 25 message: "I need a DETAILED Bradford Bypass plan/map indicating EXACTLY where the proposed overpass runs over OLD Yonge St. All property owners including myself are affected by the bypass in a major way esp pertaining to road noise from the bypass traffic. Also the Historic Site of the Lower Landing would be compromised by the run of the Bypass. The location of it was initially planned further north and only was changed without my knowledge this April/May to be located approx. further south,</p>	<p>We have added you the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Hello</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Preliminary Design and project-specific assessment of environmental impacts will evaluate the</p>

					<p>thus would affect all residents of [REDACTED] and the residents of Old Yonge St north and south too, very negatively. The previous location was just S. of the "Hatcher Blvd" i.e. S. of the Golf Course, which would be the preferred location. As it stands we are seriously contemplating of moving, even though we have been living at [REDACTED]</p> <p>Regards [REDACTED]</p> <p>August 26 message to Project Email: "Residing for 40 years in earshot of the Bradford Bypass Project, I need to participate on the exact location of this bypass, more accurately where will the overpass of Old Yonge St be located? The plan as I learned this spring had been at the location just South of the former "Hatcher Boulevard" near the south side of the Silverlake Golfcourse. Unfortunately I did not attend the two info sessions in April and May of this year. Simply put I did not know about it. Now I learned that the Bypass route has been changed to go a bit further south near the residential home of [REDACTED]. This would encroach on the historic significant Lower Landing on the east side of the East Branch of the Holland River.</p> <p>Why was the change made? It now would run close to the residential areas of Morgans Road and homes on Old Yonge St nearby. This is not acceptable as far as I (we) are concerned. So why can the previous suggested route not be used instead?"</p> <p>August 26 email to Town of East Gwillimbury: "We have been living on [REDACTED]. The bypass will affect us and all residents of [REDACTED] plus homes in the area just N and S of Morgans Road on Old Yonge St. The last route proposal was just S of the Silver Lakes Golf Course, S of the "Hatcher Blvd." through the lot adjacent to it, which had been expropriated by the Government for that purpose. Now that would give the [REDACTED] residents a bit of a buffer from the bypass. However, since May 2021 I learned "through the grapevines" that the route has been moved south by some 200m to Pt of Lot# 118, the property of Thomas To. As it stands now the route would go right over the historic site of the Lower Landing, located on the east side of the East Branch of the Holland River. This change will negatively influence the residents of [REDACTED] and area from the anticipated road noise of the now proposed bypass route. First of all I would like to know the reasons for this change. Also I cannot identify the details of this change on a suitable map. As it stands this info has not been disseminated to the residents of our immediate area or the public at large either.</p>	<p>design alternatives and refinements to select the recommended Preliminary Design by comparing them within the context of the evaluation factors for Transportation, Natural Environment, Social Environment, Economic Environment and Cultural Environment. The Project Team is undertaking site investigations and an assessment of potential impacts within the study area to inform the evaluation process and propose mitigation measures, strategies and identify future commitments for the proposed project.</p> <p>As part of this process, the Project Team continues to review the proposed design refinement for the Holland River East Branch crossing and the design for the Old Yonge Street (East Gwillimbury) overpass. More information on these crossings can viewed here: https://www.bradfordbypass.ca/2021/04/09/9-bradford-bypass-mainline-refinement-holland-river-east-branch-crossing/. The proposed realignment of the freeway southerly will not have any anticipated direct impacts on the residences at [REDACTED]</p> <p>The results of the environmental studies being carried out during the current study (e.g. fisheries, fluvial geomorphology, archaeology, etc.) are being factored into the design refinements and evaluation of alternatives for the preferred preliminary design. Design refinements are identified throughout the design process which aim to reduce potential impacts to <u>both</u> the environment <u>and existing land uses</u>. The designs are continuously being updated as more information from the environmental studies is obtained.</p> <p>A Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's <i>Environmental Guide for Noise</i>. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barrier walls, where the proposed improvements to the Project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted as part of the design, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide. Construction-specific noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the</p>
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						<p>Please enlighten us on this matter,</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>selection of the construction noise mitigation plan. Further details are available in MTO's Noise Guide.</p> <p>The results of preliminary design studies will be presented during the next Public Information Centre (PIC #2) to be held during the fall of 2022. An Environmental Conditions Report (ECR) and an Environmental Impact Assessment Report (EIAR) will also be prepared to document the final description of the freeway alignment and design, environmental impact evaluation results, mitigation measures, monitoring activities, and potentially required permits and approvals and will be made available to government agencies, Indigenous communities and interested members of the public for review and comment.</p> <p>We have added you the Project Contact List and you will be notified through email of future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
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September 2021 - Consultation Record

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT324	[REDACTED]	To Project Team From: [REDACTED]	Email: [REDACTED]	Transportation Study Consultation ERO	September 10, 2021	<p>"Hello, and thanks for this. If there is a link to the transportation study you refer to, can you please share it? What is the timeline for 2 way all day GO service on the Barrie line? About the consultation idea:</p> <ol style="list-style-type: none"> 1. I would rather not be consulted in a silo of people I already agree with. We would rather do consultation WITH the other groups you list. That would be worthwhile, and would look like proper and transparent consultation. 2. You are not answering our questions about removing the exemption on the ERO. You've said the ERO exemption is not your department, it's the MOECP. Respectfully, I would submit that you and your team and Min. Mulroney have more sway over the MoECP than we do. I think it's your homework to move outside of your MTO silo. <p>Frankly, until that happens I have no interest in repeating the same questions and getting no commitment to removing the ERO exemption. If you do remove the exemption, probably others in my "category" would agree to participate in your "consultation" too. But while the exemption is out there this is all a distraction and we don't have time to waste banging our heads against the wall getting nowhere with you guys.</p> <p>Nothing you have sent now reassures me that environmental impacts would be mitigated. Just studied. If the MTO is going to do this with no commitment to remediation you should come clean with that. If the MTO is committing to remediation you should say that."</p> <p>Regards, [REDACTED]</p> <p>[REDACTED]</p>	<p>Hi [REDACTED]</p> <p>The information, data and findings from the Traffic Study completed for this project will be summarized in the draft Environmental Conditions Report (ECR) and draft Environmental Impact Assessment Report (EIAR) prepared in accordance with Ontario Regulation 697/21.. These draft reports will undergo a public review period followed by an issues resolution process before being finalized. Between the ECR and EIAR, PIC #2 will also present evaluation of alternative, which includes traffic analysis.</p> <p>MTO cannot comment on the timeline for the 2-way all day GO service on the Barrie Line. Details related to planned GO services should be solicited from Metrolinx. You can register for Metrolinx's project updates at this link:</p> <p>https://www.metrolinx.com/en/greaterregion/regions/simcoe.aspx.</p> <p>The Environment, Community and Agriculture (ECA) Committee that the Project Team invited your organization to attend is intended to bring together representatives from the community, environmental groups, and agricultural groups. This group discussion provides an opportunity for key representatives to voice their concerns, highlight key factors and discuss them directly with the Project Team. Materials and meeting notes from the first session will be shared with all invitees and attendees. The date for the next meeting will be established later this year, with invitations to be extended to a Rescue Lake Simcoe Coalition representative, as we believe this will serve as an opportunity for more meaningful discussions. We look forward to meeting with you.</p> <p>On October 7, 2021, Ontario Regulation 697/21 came into effect exempting the Bradford Bypass Project from the requirements of the <i>Environmental Assessment Act</i>. The regulation sets conditions for the assessment process going forward and for continued environmental protection and consultations for the Bradford Bypass Project and associated Early Works. The MTO is still required to gather existing</p>

						<p>*In response to CT-PIC1-050 on May 3, 2021</p> <p>information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous Communities, and document decision-making. Other provincial and federal legislative and permitting processes will still apply. Further information regarding the conditions of the exemption can be found at the link here: https://www.ontario.ca/laws/regulation/r21697?search=697.</p> <p>MTO will follow the Early Works Assessment Process outlined in Ontario Regulation 697/21 for the County Road Early Works. The regulation provides for assessment on the grade separated bridge crossing at County Road 4(Yonge Street) and the potential to proceed in advance of the rest of the Bradford Bypass Project. Provided that MTO completes an Early Works Assessment Process, MTO will still be required to complete all regulatory requirements set work in the regulation, including carrying out consultation, and obtaining permits and approvals for the project. The Ministry is also working collaboratively with Simcoe County for early works at County Road 4 and the Bradford Bypass. This builds upon the Municipal Class EA undertaken by Simcoe County for widening of County Road 4 and preliminary design and environmental assessment for the Bradford Bypass project.</p> <p>As per O. Reg. 697/21, a Draft Early Works Report for works completed at County Road 4 will be completed and will be made available to Indigenous communities, government agencies, and interested members of the public for review and comment.</p> <p>We thank you for your continued interest and involvement with the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts , undertaken in accordance with Ontario Regulation 697/21. Please note that the Project Website (www.bradfordbypass.ca) was updated on November 5, 2021, to include new information related to the new regulation.</p> <p>We look forward to your continued participation and welcome your questions and comments as the study progresses.</p>
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CT325	████	To: Project Team From: █████	Email: █████	Traffic Studies	September 11	<p>"I regularly read the Bypass site. Where are the studies that show this supposed 10-35min savings? I live in WG/EG area and all congestion problems could be solved with municipal solutions. Why is that not in the PIC?"</p> <p>*In response to CT-WEB-007 on May 18, 2021</p>	<p>Hello █████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We thank you for visiting our Project Website. Please note that the website (www.bradfordbypass.ca) was updated on November 5, 2021, to include new information related to the new regulation.</p> <p>The information, data and findings from the Traffic Study completed for this project will be summarized in the draft Environmental Conditions Report (ECR) and draft Environmental Impact Assessment Report (EIAR), to be prepared in accordance with Ontario Regulation 697/21. In 2022, the draft ECR and EIAR reports will undergo a public review period before being finalized. In addition to the ECR and EIAR, PIC #2 will also present evaluation of alternative, which includes traffic analysis information. You will receive advanced notification of PIC #2 and when the ECR and EIAR are published for public review.</p> <p>We thank you for your participation in the ECA session. We look forward to your continued participation and welcome your questions and comments as the study progresses. Please feel free to reach out to the Project Team at your earliest convenience.</p>
CT326	████	To: Project Team From: █████	Email: █████	Tendering Bidding	September 13	<p>"Good morning,</p> <p>When do you expect this project to go out to tender and will it be through Infrastructure Ontario? Also when do you expect to have a shortlisted team of bidders announced?</p> <p>Thanks"</p>	<p>Hello █████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study, undertaken in accordance with Ontario Regulation 697/21, which includes an assessment of potential project-specific environmental impacts.</p> <p>The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake this Preliminary Design and project-specific assessment of environmental impacts for the proposed Bradford Bypass. Preliminary Design for the overall Bradford Bypass project is anticipated to be completed in early 2023. Detail Design and Construction will completion of the preliminary design</p>

						<p>and is subject to funding and approvals. The timing and construction delivery model type for the project has not been confirmed at this time. The Ministry will follow the standard process for issuing requests for proposals through the Registry, Appraisal and Qualification System (RAQS).</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT328		To: Project Team From:	Email:	Cost of construction and maintenance	September 22, 2021	<p>Hello,</p> <p>I was wondering if you can help me find some cost information for the Bradford Bypass. I would like to know if there is an estimated cost of construction, and an estimated annual cost of highway maintenance over the first 5-10 years of the highway's operation. I am working on a research project on Ontario's public highway system, and would greatly appreciate being able to include some information about the ongoing highway projects in the province.</p> <p>My objective in this project is to describe the development of Ontario's 400 series highway system from the early highway planning in 1952 to the present day.</p>
						<p>Hello</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>At this time, a cost estimate for construction and highway maintenance for the Bradford Bypass has not yet been determined. To ensure competitive tender bids, the Ministry does not publish project estimates. To obtain the best value bid for the project, we only release costs once the procurement process is complete.</p> <p>We have added you the Project Contact List and you will be notified through email of future PICs and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs 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</p>

						<p>Thank you!</p> <p>[REDACTED]</p>	<p>Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the project website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT330	[REDACTED]	<p>To: Project Team</p> <p>From: [REDACTED]</p>	<p>Email: [REDACTED]</p>	Completion Date	September 28, 2021	<p>“Good afternoon,</p> <p>I went through your website and didn’t find the estimated date of completion for this project. Could you give me more details regarding the completion date?</p> <p>Many thanks</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Preliminary Design for the overall Bradford Bypass project is anticipated to be completed in early 2023. Detail Design and Construction will completion of the preliminary design and is subject to funding and approvals. The timing and construction delivery model type for the project has not been confirmed at this time.</p> <p>On October 7, 2021, Ontario Regulation 697/21 came into effect exempting the Bradford Bypass Project from the requirements of the <i>Environmental Assessment Act</i>. The regulation sets conditions for the assessment process going forward and for continued environmental protection and consultations for the Bradford Bypass Project and associated Early Works. The MTO is still required to gather existing information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous Communities, and document decision-making. Other provincial and federal legislative and permitting processes will still apply. Further information regarding the conditions of the exemption can be found at the link here:</p> <p>https://www.ontario.ca/laws/regulation/r21697?search=697.</p> <p>MTO will follow the Early Works Assessment Process outlined in Ontario Regulation 697/21 for the County Road Early Works. The regulation provides for assessment on the grade separated bridge crossing at County Road 4 (Yonge Street) and the potential to</p>

						<p>proceed in advance of the rest of the Bradford Bypass Project. Provided that MTO completes an Early Works Assessment Process, MTO will still be required to complete all regulatory requirements set work in the regulation, including carrying out consultation, and obtaining permits and approvals for the project. The Ministry is also working collaboratively with Simcoe County for early works at County Road 4 and the Bradford Bypass. This builds upon the Municipal Class EA undertaken by Simcoe County for widening of County Road 4 and preliminary design and environmental assessment for the Bradford Bypass project.</p> <p>As per O. Reg. 697/21, a Draft Early Works Report for works completed at County Road 4 will be completed and will be made available to Indigenous communities, government agencies, and interested members of the public for review and comment.</p> <p>We have added you the Project Contact List and you will be notified through email of future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
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October 2021 - Consultation Record

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT332		To: Project Team From: [REDACTED]	Stakeholder Comment Form	Add to Contact List	Monday, October 4, 2021	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name --- [REDACTED]</p> <p>--- Department/ Organization ---</p> <p>Land owner</p> <p>--- Email --- [REDACTED]</p> <p>--- Phone Number --- [REDACTED]</p> <p>--- Mailing Address --- [REDACTED]</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT333		To: Project Team From: [REDACTED]	Email: [REDACTED]	Opposition of BBP	Monday, October 10, 2021	<p>To Bradford Bypass Consultation Page,</p> <p>We need to move away from car dependent infrastructure. Building this highway would only induce demand to drive, resulting in more cars on the road. I won't stand for new infrastructure that actively aids in destroying our ecosystem.</p> <p>Yours truly, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your e-mail. Your comments will be considered by the Project Team and will form part of the consultation record for the Bradford Bypass Study.</p> <p>We encourage you to visit the Project Website at www.bradfordbypass.ca and view the materials for Public Information Centre #1 at www.bradfordbypass.ca/pic1/ for more information as a number of the concerns you raised are addressed there.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>
CT334		To: Project Team From: [REDACTED]	Stakeholder comment form	Add to contact list	Tuesday, October 12, 2021	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name --- [REDACTED]</p> <p>--- Email --- [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
							<p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>
CT335		<p>To: Project Team</p> <p>From:</p>	<p>Email:</p> <p></p>	<p>Cultural heritage</p> <p>Seismic survey</p>	<p>Tuesday, October 12, 2021</p>	<p>Our house at [REDACTED] is designated historical, having been built in [REDACTED] and added on to in [REDACTED]. It has a rubble foundation, as does the house across the street, built [REDACTED] or thereabouts.</p> <p>Several years ago, maybe [REDACTED] the Region planned to use vibrating compaction to upgrade [REDACTED]. Inspectors came to our house to check the foundation and determined the vibration compaction would or could damage the foundation.</p> <p>They went with rolling instead thankfully.</p> <p>Our house is about [REDACTED] from where a raised half cloverleaf bridge is planned.</p> <p>The use of any vibrating equipment, e.g. pile driving equipment, etc. could damage our home irreparably.</p> <p>We are requesting a seismic survey, as soon as possible, before any work starts.</p> <p>Sincerely</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. We have noted the historical designation of your property at 21145 Leslie Street and appreciate you sharing concerns about construction vibration.</p> <p>Through a cultural heritage review, [REDACTED] has been identified as a Built Heritage Resource, and as such, it will be considered from a cultural heritage perspective, along with other Built Heritage Resources, as the study and highway design advances. Please refer to the Public Information Centre (PIC) #1 information on the Project Website to see the location and refinement alternatives at Leslie Street. (https://www.bradfordbypass.ca/2021/04/12/17-leslie-street-interchange/)</p> <p>At this time, construction activities and equipment in specific locations are not yet determined. As the study advances, culturally significant properties will be assessed where appropriate to understand potential impact and propose mitigation measures as a result of the proposed project. The Ministry will incorporate your information and concerns regarding vibration during construction, to be considered as part of the study considerations. Where it may be warranted, site specific mitigation measures or monitoring shall be incorporated into the design and construction requirements to avoid, minimize or monitor sensitive areas of the project.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
							<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, or wish to provide more feedback for consideration, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT336		To: Project Team From: [REDACTED]	Email: [REDACTED]	Agricultural Impact Assessment	Thursday, October 21, 2021	<p>"Hello.</p> <p>My name is [REDACTED] and I am a [REDACTED]. [REDACTED] has been following the Provincial Environmental Registry postings regarding the Bradford Bypass. I am wondering if you are able to provide some clarification to us regarding the project? Will there be an Agricultural Impact Assessment completed as a component of the project?</p> <p>Thank you."</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>As a commitment of the 2002 Approved Environmental Assessment (EA) and required under the Greenbelt Plan (2017), an Agricultural Impact Assessment will be undertaken to the existing standards and with reference to the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) Draft Agriculture Impact Assessment (AIA) Guidance Document (March 2018). This assessment will identify potential impacts to agricultural lands and recommend mitigation measures to minimize these impacts. In accordance with Ontario Regulation 697/21, Preliminary Design study information will be presented in the Environmental Conditions Report (ECR) and the Environmental Impact Assessment Report (EIAR). Drafts for each of these reports will be available for public and regulatory agency review through the Project Website.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centre (PIC) #2 and updates for this study, including filing of the ECR and EIAR for public review. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project website, and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>

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CT337		To: Project Team From:	Email:	GHG Emissions	Monday, October 25, 2021	<p>"Hello, I am wondering if an analysis has been done looking at greenhouse gas emissions from the proposed Bradford Bypass. Both before, during and after construction?</p> <p>If so I wonder if I could get a copy please. If not, I'm wondering why not.</p>	<p>Hello</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Preliminary Design for Bradford Bypass will include a wide range of environmental studies in accordance with Ministry standards and current legislative requirements. Among these studies is an Air Quality Impact Assessment, which will determine the potential changes in comprehensive local and regional air quality, greenhouse emissions, and recommend mitigation measures and future commitments. The Air Quality Impact Assessment for Preliminary Design will follow the MTO's <i>Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects</i> (May 2020) (Air Guide).</p> <p>To align with the Federal <i>Impact Assessment Act</i> requirements, a subsequent assessment will be undertaken and will build upon the provincial requirements to include analysis of construction related GHG emissions. Results of these assessments will inform GHG mitigation measures for both the construction and operational phases of the project.</p> <p>The results of the Preliminary Design studies will be presented during the next Public Information Centre (PIC) #2, to be held during the fall of 2022, and summarized in the draft Environmental Conditions Report (ECR) and draft Environmental Impact Assessment Report (EIAR) prepared in accordance with Ontario Regulation 697/21.</p> <p>We have added you the Project Contact List and you will be notified through email of future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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							If you have any additional questions, please reach out to the Project Team at your earliest convenience.
CT338	█	To: Project Team From: █	Phone █ Email: █	Timeline	Tuesday, October 26, 2021	<p>"My name is █ I'm calling from █. █ Been there for over thirty years and have had nothing but trouble trying to get through Bradford all these years. It's been very discouraging hearing it started up then shut down and then started up and shut down. Can somebody give me a call back █ and give me an update with the real time of when they think they'll get this thing going because I don't know how many more years I can hold on trying to get through Bradford. It's terrible, I won't even send my trucks before 10 or after 2 in the afternoon, so in the morning before 10 and in the afternoon after 2 I won't send my trucks to pick up or drop parts off that direction. It's really hurting small businesses with thousands of houses built in the area and not improve the infrastructure to get to where you got to go with all these people. They're plugging up the road and we really need this done so I would really just like to get an idea of what the timing is so if somebody can give me a call back. Thank you."</p>	<p>█ spoke to █ on October 27, 2021 at 2:32PM.</p> <p>█ asked if she could speak to █ person confirmed they are</p> <p>█ introduced herself on behalf of AECOM, and indicated that we had a missed call from █ and was returning the call to answer his question about the timeline of the project. Dan confirmed that was his concern.</p> <p>█ told him AECOM was retained by MTO to conduct the Preliminary Design and Environmental Assessment (EA) for BBP. █ informed █ that the Preliminary Design for the overall Bradford Bypass project is anticipated to be completed in early 2023, and could not comment on when detail design and construction will begin, because those are subject to funding and approvals.</p> <p>█ stated he thought that the Environmental Assessment was already completed for the project.</p> <p>█ clarified that there was a 2002 EA, but the Preliminary Design and EA process is including environmental studies that are in accordance with current legislative requirements such as a Noise and Vibration Impact Assessment, and Air Quality Impact Assessment, etc.</p> <p>█ stated he believes we'll see a huge difference with the Air Quality because of all the idling cars. He also stated the following concerns:</p> <ul style="list-style-type: none"> • █ can't send trucks through the highway currently with the congestion • The surrounding municipalities are building more houses and we need new infrastructure to support the growing population • █ is disappointed in the lowered speed limits. Dan states they have done from 80 to 70 and now 60.

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							<ul style="list-style-type: none"> • [REDACTED] has been in the area for 30 years, and has lost a lot of business because the congestion does not allow him to go West • If the Ministry of Transportation is going to do this, they need to do it quickly. It's already been 20 years. <p>[REDACTED] informed [REDACTED] that she has made note of all his concerns, and asked if [REDACTED] would like to be added to the Project Contact List so he receives project updates and a notification for the next Public Information Centre (PIC), where a lot of his concerns will be addressed.</p> <p>[REDACTED] said he would greatly appreciate that, and provided his email. He also indicated that he prefers being spoken to directly on the phone, because he is an older gentleman that receives a lot of emails and is concerned he'll miss it.</p> <p>[REDACTED] informed [REDACTED] she'll make that comment beside his name in the Project Contact List that he prefers to speak to someone on the phone over emails. [REDACTED] thanked [REDACTED]</p> <p>[REDACTED] asked [REDACTED] if he had any other concerns or questions. [REDACTED] said no.</p> <p>[REDACTED] closed the comment.</p>
CT339	[REDACTED]	To: Project Email From: [REDACTED]	Email: [REDACTED]	Pollution of Lake Simcoe Urban Sprawl Carbon Toll Road	Friday, October 29, 2021	<p>Forwarded email sent to local representatives first:</p> <p>"Good evening:</p> <p>"I have noticed that there are markers in the fields adjacent to Hwy 4 (Barrie St) between the 8th and the 9th line. Some construction type machinery is also present. The provincial government has made it an election promise that there will be more highways coming.</p> <ol style="list-style-type: none"> 1. Have the impacts of the salt and debris that will be washing into lake Simcoe and onto the fields of the marsh been accounted for? The economic impact of lost productivity and degrading of the land should concern 	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Bradford Bypass has portions of the highway located within the Lake Simcoe Region Conservation Authority (LSRCA) regulation limits, south of Lake Simcoe, and the regulation limits for Nottawasaga Valley Conservation Authority (NVCA). Stormwater management facilities within each regulation area will be considered. To minimize the potential influence on the subwatersheds, the MTO will apply either the LSRCA or NVCA water quantity and quality control guidelines.</p>

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						<p>the farmers with lands beside the 16 km hwy.</p> <p>2. Has anybody calculated the effect of urban sprawl which will inevitably occur, the "if you build them, they will come" effect. This is an interesting study that deals with it: An Analysis of the Relationship Between Highway Expansion and Congestion in Metropolitan Areas (daclarke.org) Take a look under the heading "Why The Results Aren't surprising".</p> <p>3. How is the sprawl going to affect the ever shrinking carbon budget for this country?</p> <p>4. As far as I am aware there has been no clear answer as to whether the highway will be a toll one. If that is the case, it will probably suffer the fate of Hwy 407...mostly empty, and leaving us with a big bill that we all will have to pay.</p> <p>5. When I looked for the reports commissioned to AECON in 2019, I could not find any, and the dates on the reports linked by the Ministry were 1997 and 2003. The area has changed considerably since then. Nowhere did I see an indication that any other routes were considered. (OVERVIEW – BRADFORD BYPASS).</p> <p>6. The OSPE raises concerns about the levels of benzene, a known carcinogen, resulting from the vehicle traffic (The Bradford Bypass and the Need for Evidence-Based Decision Making • Ontario Society of Professional Engineers (ospe.on.ca)). In Bradford, the Bypass would be very close to subdivisions off the 8th concession, west of Barrie St and a proposed multistory building east of it. Have the levels of benzene been estimated and their health impacts on residents taken into account?</p> <p>7. Noise levels would also be significantly increased for those residents. Is there an estimate for what</p>	<p>Given the location of the alignment, the project will be located south of Lake Simcoe and MTO will assess potential impacts of the proposed project with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures. Additionally, MTO will evaluate the fluvial geomorphological designs for watercourses, erosion and sediment control, and spills prevention and protection measures. The studies will be undertaken to satisfy the MTO Environmental Reference for Highway Design, Highway Drainage Design Standards, Drainage Management Manual and other provincial and regulatory requirements.</p> <p>Preliminary design and detail design studies will build upon the environmental commitments from the 2002 Approved Environmental Assessment (EA), and in accordance with Ontario Regulation 697/21 as it relates to water quality, drainage and stormwater management. The drainage and hydrology engineering studies undertaken for the project will develop an efficient and effective drainage system for the highway, while addressing potential impacts related to runoff and the change in impervious cover. It is expected that several stormwater management features and infrastructure will be required as part of the design to meet the MTO Highway Design Standards and the LSRC requirements for water quantity and quality control of discharges to Lake Simcoe. In addition, the design of the highway and stormwater management for the highway will meet the provincial legislative requirements for water quality and quantity under the <i>Ontario Water Resources Act</i> and <i>Environmental Protection Act</i>.</p> <p>The Project Team acknowledges your concerns regarding the construction of the highway and the potential impacts on nearby properties and residents. As part of this study, environmental and design studies are being undertaken to identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts. As part of the project-specific assessment of environmental impacts, the Ministry is undertaking a Noise Impact Assessment, Air Quality Impact Assessment, Land Use and Property Impact Assessment, which will all evaluate potential impacts of the highway on adjacent landowners. Please see the Project Website for a full list of studies being undertaken during this Preliminary Design and project-specific assessment of environmental impacts (https://www.bradfordbypass.ca/overview/). The results of these studies will be presented during the next Public Information</p>

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						<p>they would be for the homes abutting the Bypass? The World Health Organization has issued clear guidelines (WHO/Europe Noise - Data and statistics), citing health concerns for those exposed to sustained levels. How noisy would the Bypass be for those who live right beside it?</p> <p>A connection between Hwys 404 and 400 is quite possibly needed. It seems to me that we are trying to solve the problem using old and incomplete data. The outcome in the long run might not be what was expected.</p> <p>Before this project gets approval from council, we need answers that only a comprehensive updated environmental assessment can provide, as well as a clear indication from the ministry on the cost of the project and if the road is going to be a toll one.</p> <p>Would you please let me know of any answers/explanations to the above 1-7?"</p> <p>Email sent to Project Email: "Good morning:</p> <p>I am copying an email that I sent to our local representatives regarding the Hwys 400-404 connection known as the Bradford Bypass. There seem to be no answers to the questions I have raised. Perhaps you can be of assistance.</p> <p>In the proposal, there is no mention of consideration of an alternative site for this highway. The highway will stretch 16 km mostly over marsh. In some places compact soil, not bedrock, is found 40 to 50 m below surface. This would make building a concrete structure challenging. It reminds me of the Monty Python skit from the Holy Grail (if you are not familiar, here a link Swamp Castle - YouTube). Of course, the construction of the Bypass is no laughing</p>	<p>Centre (PIC #2), to be held during the fall of 2022, and summarized in the draft Environmental Conditions Report (ECR) and draft Environmental Impact Assessment Report (EIAR) prepared in accordance with Ontario Regulation 697/21.</p> <p>The provincial government has identified that the Bradford Bypass will not be a toll highway.</p> <p>Alternatives to the 2002 Approved EA alignment are not being considered. This alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in municipal Official Plans and Transportation Master Plans, as well as the <i>Places to Grow Act</i>. Refinement of the 2002 EA Approved alignment and consideration of the highway's proximity to existing and approved developments is underway. PIC #1 presented the proposed refinements being considered and evaluated during Preliminary Design. Localized and minor alignment shifts have been identified as part of this study and will be further considered as environmental studies are completed, Preliminary Design is advanced, and input is received through consultation.</p> <p>We have added you to the Project Contact List and you will be notified through email of future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>

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						<p>matter and neither will the costs, financial, social and environmental associated with it.</p> <p>COP26 starts on Sunday Oct 31, the impacts of yet another road cannot be ignored.</p> <p>Looking forward to your replies"</p>	
CT340		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Stakeholder Comment Form	Sunday, October 31, 2021	<p>1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>[REDACTED]</p> <p>--- Email ---</p> <p>[REDACTED]</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>Yes</p> <p>--- If Yes, please indicate the vessel type(s) used: ---</p> <p>Canoe/Kayak length</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team appreciates and thanks you for the information you have provided regarding navigational uses. This information will be factored into the design considerations in order to meet the requirements under the Canadian Navigable Water Act and consultation with Transport Canada.</p> <p>We have added you to the Project Contact List and you will be notified through email of future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>

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CT341		To: Project Team From: [REDACTED]	Email: [REDACTED]	Environmental assessment	Monday, November 1, 2021	<p>Hello,</p> <p>Please actually do another environmental assessment before starting work. We only have one planet and it is becoming tiresome how people, especially developers and politicians, think they have the right to build whatever they want wherever they want. The lack of proper due diligence in this matter is disturbing and disgusting, do better please.</p> <p>Sincerely, [REDACTED] (A concerned Bradford member)</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>This streamlined assessment process under Ontario Regulation 697/21 allows MTO to move the Project forward in an environmentally responsible way. The Project Team will carry 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 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.</p> <p>The Ontario Regulation 697/21 can be viewed here: https://www.ontario.ca/laws/regulation/r21697?search=697</p> <p>The Project includes the completion of several comprehensive studies related to the natural, socio-economic, and cultural environment, as well as engineering design. A list of the studies being carried out are listed on the Project Website on the Overview Page. 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.</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>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the ECR, PIC #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

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CT342		To: Project Team From: [REDACTED]	Email: [REDACTED]	Alignment of overpass	Monday, November 1, 2021	<p>Good morning,</p> <p>I am a resident of the [REDACTED] located just below the Bradford Bypass, across the [REDACTED]</p> <p>I would like to suggest the Bypass curve above the golf course rather than under. The Community Park is located at the end of Oak Ave, and as a Registered Nurse and member of the RNAO, I know this park is too close to the highway, as our children would be exposed to heavy metal poisoning from car exhaust.</p> <p>If you could kindly take this suggestion forward to key decision makers, and keep me advised of the deliberation of this issue.</p> <p>Kind Regards, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Preliminary Design phase will include refinements to the Technically Preferred Route within the Project Study Area based on various factors, including engineering designs, traffic studies and the results of the environmental impact assessments. Included in these environmental studies, the Ministry will complete an air quality impact assessment and will undertake a human health screening to consider the interaction between the Project and the land uses within the Project Study Area. Your feedback regarding the community park will be included in those assessments.</p> <p>The results of these studies will be presented during the next Public Information Centre (PIC) #2 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>We have added you to the Project Contact List and you will be notified through email of future milestone events including filing of the ECR, PIC #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT343		To: Project Team From: [REDACTED]	Email: [REDACTED]	Construction commencement	Tuesday, November 2, 2021	"Has the MTO begun expropriation of land?"	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation (O. Reg) 697/21.</p> <p>There are an estimated 80 private properties that will be partially or fully impacted by the Bradford Bypass Project. As part of the Preliminary Design, MTO has been meeting with individual landowners through 2021 and will continue in 2022 to discuss potential or expected impacts to individual properties, working with them to understand their individual concerns and identify opportunities to mitigate impacts.</p>

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							<p>Where appropriate and where there is an identified need, MTO has begun the process of acquiring lands from willing sellers. With respect to the purchase of properties, the Ministry works with property owners to negotiate in good faith with owners as early as possible to reach amicable agreements for the acquisition of any properties needed to support important infrastructure undertakings like the Bradford Bypass. Expropriation is only used when agreements cannot be reached within suitable project timeframes.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the Exiting 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT344		To: Project Team From:	Email:	Stakeholder Comment Form	Thursday, November 4, 2021	<p>"1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p></p> <p>--- Department/Organization ---</p> <p></p> <p>--- Email ---</p> <p></p> <p>--- Phone Number ---</p> <p></p>	<p>Hello </p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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						<p>--- Mailing Address ---</p> <p>██████████</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No"</p>	<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>
CT345	██████	<p>To: Project Team</p> <p>From: ██████████</p>	<p>Email: ████████████████████</p> <p>But email instructed to email update to: ████████████████████</p>	Email	Friday, November 5, 2021	<p>"In conjunction with the proposed Highway 413, the Bradford Bypass could be beneficial in alleviating congestion in the Greater GTA.</p> <p>Rapid Transit, in the higher density areas could also be helpful.</p> <p>Please do not hesitate in contacting the above email address to be involved in the process.</p> <p>Thank you,</p> <p>██████████</p>	<p>Hello ██████████</p> <p>Thank you for your interest and positive feedback for the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Our government is committed to making sure that our transportation system works for all the people of Ontario. That's why we're making historic investments in transit and transportation infrastructure to dramatically expand and enhance the province's transportation network. The Bradford Bypass is one component of this investment in transit and transportation infrastructure.</p> <p>The Ontario government is also addressing current and future transportation needs in Simcoe County and York Region and continues to advance planning for the Bradford Bypass Project, a proposed transportation corridor connecting Highway 400 and Highway 404. Both the County of Simcoe and Regional Municipality of York are expected to experience rapid growth over the next 10-20 years and investing in this new 16-kilometre transportation corridor is needed to relieve congestion on existing east-west local roads and provide an improved connection between Highway 400 and Highway 404. The government is keeping its promise to build better public transit. Ontario is moving forward with two-way, all-day service every 15 minutes on key segments of the GO Transit rail network, improving access to transit and convenience for the people of Ontario. Through continued collaboration with Metrolinx and Infrastructure Ontario, the province continues to move forward with critical procurements, including additional infrastructure along all GO rail corridors.</p>

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							<p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the Exiting 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>We look forward to your participation in the Project and encourage you to please reach out to the Project Team at your earliest convenience if you have any questions.</p>
CT346		To: Project Team From:	Email:	Stakeholder Comment Form	Friday, November 5, 2021	<p>"1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p></p> <p>--- Email ---</p> <p></p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>Please do not build the bradford by pass. Our homes and families are here. We do not want this in our backyard. We love our area and the wetlands. You will ruin something beautiful for nothing</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current</p>	<p>Hello </p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team acknowledges your concerns regarding the potential impacts to properties and the natural environment. Environmental and design studies are being undertaken to identify and evaluate potential impacts of the Project and recommend mitigation measures to reduce these impacts. A list of studies being undertaken can be found on the Project Website https://www.bradfordbypass.ca/overview/.</p> <p>The Project Team appreciates and thanks you for the information you have provided regarding navigational uses. This information will be factored into the design considerations in order to meet the requirements under the <i>Canadian Navigable Water Act</i> and consultation with Transport Canada.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including filing of the Exiting 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.</p>

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						<p>navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>Yes</p> <p>--- If Yes, please indicate the vessel type(s) used: ---</p> <p>Canoe/Kayak length Motorized Boats 8m"</p>	<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>
CT347	█	<p>To: Project Team</p> <p>From: █</p>	Email: █	Stakeholder Comment Form	Saturday, November 6, 2021	<p>1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>█</p> <p>--- Email ---</p> <p>█</p> <p>--- Phone Number ---</p> <p>█</p> <p>--- Mailing Address ---</p> <p>█</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>It may impact positively. I am interested to have up to date information about this project. Please include my email in your distribution list.</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your expressed support for the Bradford Bypass.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the Exiting 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT348		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Toll Highway	<p>Saturday, November 6, 2021</p>	<p>What does controlled access highway mean Exactly- no one is giving straight answers- is this going to be a TOLL???</p> <p>Concerned constituents</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>As announced on November 4, 2021 by Premier Ford, the Bradford Bypass will not be operated as a toll highway. A controlled access highway is a roadway that has been designated for high-speed vehicular traffic where traffic flow is controlled, with entry and exit from the highway at designed grade-separated interchanges.</p> <p>The purpose of access management is to provide safe and efficient access to land development while protecting the role of the provincial highway network by protecting the mobility of people and goods movement and functionality (safety / operation) of the provincial highway network and promoting a municipal roadway network that supports sustainable development.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including filing of the Exiting 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

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							<p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>
CT349		To: Project Team From:	Email: [REDACTED]	Construction date	Monday, November 8, 2021	<p>Good morning ,</p> <p>Just a quick question , when will construction began? And what is the estimated completion date.</p> <p>Regards, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Preliminary Design for the overall Bradford Bypass Project is anticipated to be completed in early 2023. Detail Design and Construction will follow.</p> <p>On October 7, 2021, Ontario Regulation 697/21 came into effect with respect to the exemption for the Bradford Bypass Project and under the Class <i>Environmental Assessment</i> process. The regulation sets conditions for the assessment process going forward and for continued environmental protection and consultations for the Bradford Bypass Project and associated Early Works. MTO remains responsible for gathering existing information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous peoples, and document decision-making. Other provincial and federal legislative and permitting processes still apply. Further information regarding the conditions of the exemption can be found at the link here: https://www.ontario.ca/laws/regulation/r21697?search=697.</p> <p>In accordance with the provisions of the Ontario Regulation 697/21, the Ministry has followed the Early Works Assessment process and is moving ahead with the Early Works. The Early Works, as set out in the regulation are focused on a grade separated bridge crossing for the future Bradford Bypass at County Road 4 (Yonge Street). The Draft Early Works Report was available for review on the project website (www.BradfordBypass.ca/early-works/) from January 13, 2022 until February 12, 2022. The Final Early Works Report is now available, and the Early Works Statement of Completion has now been issued in accordance with Ontario Regulation 697/21, Section 13. It is anticipated that Early Works construction will start in late 2022.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the Exiting 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</p>

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							<p>residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project and its schedule as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT350	█	To: Project Team From: █	Email: █	400-series Assignment for Highway Name	Monday, November 8, 2021	<p>In response to email response on January 13, 2021*</p> <p>Hi. I see all sorts of great announcements about this highway project which I totally support the most recent from the province today. However, there is still no mention that it will be a 400-series-standards built highway. Can you explain why a 400-series number has not yet been assigned to the bypass project? What's the hold up? This is concerning because it should be clear that there will be NO AT GRADE interchanges.</p> <p>I look forward to hearing from you.</p>	<p>Hello █</p> <p>Thank you for your interest in, and positive support of the Bradford Bypass. The Preliminary Design and project-specific assessment of environmental impacts is being undertaken in accordance with Ontario Regulation 697/21.</p> <p>At this time, the 400-series numbering of the Bradford Bypass has not been determined. The new designation will be shared with the public when it becomes available. The Bradford Bypass will be a controlled access highway, which is a roadway that has been designated for high-speed vehicular traffic where traffic flow is controlled, with entry and exit from the highway at designed grade-separated interchanges.</p>

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						<p>██████████</p> <p>The purpose of access management is to provide safe and efficient access to land development while protecting the role of the provincial highway network by protecting the mobility of people and goods movement and functionality (safety / operation) of the provincial highway network and promoting a municipal roadway network that supports sustainable development.</p> <p>As you already on the Project Contact List, you will be notified through email of future milestone events including filing of the Exiting 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project and its schedule as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>	<p>The purpose of access management is to provide safe and efficient access to land development while protecting the role of the provincial highway network by protecting the mobility of people and goods movement and functionality (safety / operation) of the provincial highway network and promoting a municipal roadway network that supports sustainable development.</p> <p>As you already on the Project Contact List, you will be notified through email of future milestone events including filing of the Exiting 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project and its schedule as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT351	██████████	To: Project Team From: ██████████	Email: ██████████	Opposes BBP Concerns of funding, time, agriculture, and natural habitat Pollution	Monday, November 8, 2021	<p>I don't support the bypass, it's a waste of resources, money, time, farmland and natural habitat. If you want to solve gridlock, support working from home for jobs that don't necessarily need to be in person to accomplish. If anything, this extra highway will end up creating more gridlock issues as well as adding more pollution because of cars idling. It won't improve things, it'll make everything worse. ██████████</p>	<p>Hello ██████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges your concerns about the project.</p> <p>The Project Team will carry 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. As part of the project-specific assessment of environmental impacts, various environmental and engineering studies are currently being completed. These include an Agricultural Impact Assessment, Air Quality Impact Assessment, Traffic Analysis, and existing conditions and impact assessments for both Terrestrial Ecosystem and Fisheries. Please refer to the Overview page on the project website to see a full list of the environmental studies being undertaken for this Project.</p> <p>The results of these studies will be presented during the next Public Information Centre (PIC) #2 to be held during the fall of 2022 and documented in the draft Environmental Conditions Report (ECR) and</p>

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							<p>draft Environmental Impact Assessment Report (EIAR) which will be prepared in accordance with Ontario Regulation 697/21.</p> <p>The province recognizes the concerns about traffic and congestion. Congestion already costs Ontario billions in lost productivity, adds to the costs of goods and creates harmful carbon emissions. Ontario needs new infrastructure to help move people and goods or the region will quickly become overwhelmed.</p> <p>Simcoe County is expected to experience rapid population growth over the next 10 years, with the Regional Municipality of York growing to 1.79 million by 2041.</p> <p>This new transportation corridor will relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and support projected urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404. Motorists and trucks are anticipated to see more than a 60 per cent savings in travel time when using the new freeway compared to existing routes along local roads.</p> <p>We thank you for your feedback and have added you the Project Contact List. You will be notified through email of future milestone events including filing of the ECR, PIC #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT352		To: Project Team From:	Email: 	Stakeholder Comment Form	Monday, November 8, 2021	<p>"1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p> </p> <p>--- Department/Organization ---</p>	<p>Helena</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. 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</p>

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						<p>██████████</p> <p>--- Email ---</p> <p>██████████</p> <p>--- Phone Number ---</p> <p>██████████</p> <p>--- Mailing Address ---</p> <p>██████████</p>	<p>Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>
CT353	████	To: Project Email From: ██████████	Email: ██████████	Stakeholder Comment Form AND Email Opposes BBP	Monday, November 8, 2021	<p>1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>██████████</p> <p>--- Department/ Organization ---</p> <p>general public</p> <p>--- Email ---</p> <p>██████████</p> <p>--- Phone Number ---</p> <p>██████████</p> <p>--- Mailing Address ---</p> <p>██████████</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs</p>	<p>Hello ██████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges your concerns about the Project.</p> <p>Environmental Studies</p> <p>MTO is undertaking project-specific environmental technical studies impact assessments for the proposed Bradford Bypass. Please refer to the Overview page on the project website to see a full list of the environmental studies being undertaken for this Project.</p> <p>An Air Quality Impact Assessment is being conducted to mitigate air quality impacts and GHG emissions. As the Project is a new highway and a preferred route has been established, the work will follow the detailed assessment of evaluating operation related emissions (predicting 0, 10, and 20-year time-horizons).</p> <p>To align with the Federal <i>Impact Assessment Act</i> requirements, a subsequent assessment will be undertaken and will build upon the provincial requirements to include analysis of construction related GHG emissions. Results of these assessments will inform GHG mitigation measures for both the construction and operational phases of the Project.</p> <p>The Terrestrial Ecosystems Existing Conditions and Impact Assessment will look at existing conditions for plants, wildlife, and vegetation within the study area for the project. This will include investigations and project-</p>

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						<p>or services, and/or provide project related comments to the Project Team. ---</p> <p>I am opposed to this bypass. At a time when the planet is trying to reduce global warming from its current projected path of 2.7 beyond safe thresholds, I cannot comprehend this government's notion that both the construction and utilization of another highway which will cut through wetland and green space to save the commuter minutes, is in any way, shape or form, good for Ontarians, nature, wildlife or the Earth. To combat climate change and reach the targets set in Paris and Glasgow, people need to lean into some discomfort and deal with highway transit as it currently exists. This money is better spent on jobs in green energy and assisting farmers in other cost saving environmental projects.</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>Yes</p> <p>--- If Yes, please indicate the vessel type(s) used: ---</p> <p>Canoe/Kayak length</p> <p>--- If Other Vessels (please specify below) ---</p> <p>Fishing"</p> <p>Email: "To whom it may concern on the communications team of the MOT/AECOM Bradford Bypass, and the office of Christine Elliott, MPP for Newmarket and Aurora,</p> <p>While I appreciate the task that the Ministry of Transportation and AECOM has to alleviate current and projected traffic congestion, I am hoping you</p>	<p>specific impact assessments related to species at risk, and their associated habitat that may be impact by the project. Where an impact is identified, strategies to avoid, minimize, mitigate or compensate for those impacts are developed in accordance with the provincial <i>Endangered Species Act</i> (ESA) and where applicable, the <i>Federal Species at Risk Act</i> (SARA). The Project Team will consult with the regulatory agencies with respect to the impact assessments and obtain the necessary approvals under the appropriate legislation.</p> <p>The 2002 Route Planning study looked at various alternatives and route options and selected this corridor as the Technically Preferred Route. To allow a satisfactory and comprehensive comparison to be made, information was gathered and grouped under five broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment. Based on the outcome of that study, the Preliminary Design for the Project focuses on developing the design and completing the project-specific impact assessment for a freeway-to-freeway connection between Highway 400 and Highway 404, with proposed interchanges at 10th Sideroad, County Road 4, Bathurst Street, 2nd Concession Road, and Leslie Street.</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>Canadian Navigable Waters Act The Project Team appreciates and thanks you for the information you have provided regarding navigational uses. This information will be factored into the design considerations in order to meet the requirements under the <i>Canadian Navigable Water Act</i> and in consultation with Transport Canada.</p> <p>Consultation and Engagement The Bradford Bypass Project Team has actively been consulting and engaging with municipalities, environmental agencies, Indigenous communities and concerned stakeholders throughout Preliminary Design of the Bradford Bypass. It is an on-going process throughout the Project with key milestone events such as PICs, Indigenous community meetings, committee group meetings, and focused meetings with municipalities, regulatory agencies, key stakeholders and property owners. The Project Team welcomes feedback, comments and questions at any time during the Project.</p> <p>MTO provides advance notification of each key milestone event using various means of communication: newspapers, direct mailing, Canada Post admail delivery and the Project Website. The notices are published in local newspapers including Bradford West Gwillimbury Topic and East</p>

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						<p>can alleviate some concern I have in regards to the proposed Bradford Bypass. I have registered to follow this project, not knowing that public consultations had already occurred.</p> <p>In watching the webinar PIC 2, I am greatly concerned that both the Ministry of Transportation and AECOM, have stated they are only going to address Species At Risk, habitat and green belt issues in regards to the Bradford Bypass, where 'it is possible and practical' to do so within the design plans and other legislative constraints. That sounds to me like 'if we can save them without going out of our way, we will, but we have legislation to back us up if we don't'. This Bypass impacts more than the citizens of Bradford and the farmers of the Holland Marsh; greater farther reaching communication about consultation should have happened. I am wondering with less than 50 surveys for all of Simcoe and York Region, that there was not sufficient publicizing of this public consultation and its timelines. I would like to inquire how it was publicized please, for future reference.</p> <p>10 minutes saved commuter time, possibly up to 30 end to end in rush hour. Again I wonder whether the other routes considered, though less 'user friendly' are more viable alternatives? Wouldn't the existing east-west roads have less impact all round? Ninth line, 4th line and 77 as well as Queensville Sideroad, Boag Road in addition to highway 9 could all be viable alternatives and be more cost effective without disrupting the existing wildlife and wetlands as significantly as the Bypass?</p> <p>How will this bypass significantly save time for Holland Marsh farmers whose product goes either straight up the 400 to Barrie or down to Toronto and even the airport? Are we talking about cottage commuters and companies who don't want to pay the 407 toll east-west? The Conservative government sold 407 and the subsequent tolls for the 99 year lease where profit goes partially to Spanish investors, is what needs to be remedied rather than creating another highway, or will this Conservative government sell this one off too and allow it to also become an</p>	<p>Gwillimbury Express, letters are distributed to the Project Contact List, which contains an ever-growing list of contacts, with over 800 contacts as of March 30, 2022. Flyers are distributed to approximately 12,500 recipients within geographic proximity to the Project through Canada Post airmail, and the notifications are also posted on the Project Website which is available to the public at any time.</p> <p>Indigenous Engagement The Project Team is consulting and engaging with Indigenous communities whose Aboriginal and treaty rights may be adversely impacted by the project, as well as communities that are interested in the project-specific assessment of environmental impacts.</p> <p>Traffic The proposed Bradford Bypass is anticipated to have more than 60 per cent savings in travel time when using the new freeway compared to existing routes along local roads. For Holland Marsh farmers and other motorists, this new transportation corridor will relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and will allow goods to move to and from the communities of Bradford West Gwillimbury, East Gwillimbury and King Township and the broader communities serviced by the provincial highway network.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including filing of the ECR, PIC #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Airmail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>

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						<p>elitist highway for the privileged after making its impact on the environment and climate change?</p> <p>10 minutes in exchange for endangered wildlife, wetlands and ignorance of climate change? I would also like to know the projected cost, which frankly could be going into jobs in the green energy sector contracts that were cancelled when this government came into office.</p> <p>Lastly, in preliminary consultations with the Chippewas of Georgina Island and Rama, and the Mississaugas in May, what was their input? This has not been mentioned in this webinar. I noticed they are not included in the groups being consulted on environmental and possible harvesting impacts or neighbouring properties. Was it more of an information sharing than a consultation nation to nations, on land that technically they have a right to purchase from the Crown as per the 2018 Agreement pertaining to the Williams Treaty? Was this even considered or offered?</p> <p>As you can see, I am quite apprehensive about the pathway this government is taking with so much at stake.</p> <p>Please advise. I thank you for your time. Sincerely,</p> <p>[REDACTED]</p>	
CT354	[REDACTED]	<p>To: Project Email</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Stakeholder Comment Form	Monday, November 8, 2021	<p>"1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. 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</p>

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							<ul style="list-style-type: none"> Contamination Overview Study; Cultural Heritage Resource Assessment Report; Fish and Fish Habitat Existing Conditions Report; Land Use Factors Existing Conditions Report; Terrestrial Ecosystems Existing Conditions Report; and Draft Archaeological Assessment Report. <p>The project-specific assessment of environmental impacts is being undertaken. Results from the assessment will be documented in accordance with Ontario Regulation 697/21. The Project Team will prepare an Environmental Conditions Report (ECR) and an Environmental Impact Assessment Report (EIAR). The draft versions of these documents will be available for public review. Please refer to the Study Process page on the Project Website for more details on what these documents will include.</p> <p>MTO is advancing the Early Works, as set out in the regulation, which is focused on a grade separated bridge crossing for the future Bradford Bypass at County Road 4 (Yonge Street). The Draft Early Works Report was available through the Project Website between January 13, 2022 and February 12, 2022. The Early Works Report summarizes the local environmental conditions within the Early Works Study Area. The report also provides an assessment and evaluation of potential impacts that the Early Works will have on the environment, a description of mitigation measures and monitoring activities, and a consultation record. The Notice of Final Early Works Report was issued on March 21, 2022. The Final Early Works Report and Appendices are also available on the Project Website.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future Public Information Centre (PIC) #2 and updates for this Project including the public review periods for the ECR and EIAR. An Ontario Government Notice (OGN) announcing the date of future PICs 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 Project Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT356		To: Project Email From:	Email:	Minister CC	Wednesday, November 10, 2021	Dear MPP Mulroney, Minister Piccini, Minister Clark and MTO Project Team, The Bradford Bypass runs through one of the most sensitive parts of the Greenbelt and will bisect Lake Simcoe's most important wetland.	No response required.

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						<p>This route will destroy the habitat of at least 8 species of concern. That means we need to be very considerate of the impacts of this highway on the Holland Marsh and its eco-system. For that reason, I want the exemption for the Bradford Bypass (https://ero.ontario.ca/notice/019-1883) to be rejected and all update studies to be completed BEFORE any construction begins. Further, I want MTO to complete a new full provincial individual EA, a complete update to the 1997 EA, including an examination of alternatives to a highway, and examination of need.</p> <p>I care about this issue greatly and how you proceed with it will impact my vote in the next provincial election. Do right by our wetlands, Lake Simcoe and our public health.</p> <p>Regards, [REDACTED]</p>	
CT357	[REDACTED]	<p>To: Project Email</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Supports BBP	<p>Wednesday, November 10, 2021</p>	<p>Hi this is a great thing for the area and will be better for commuters. I guess the question I have is about government changes hands for example will the job go ahead hope so. Is this a concrete idea that will go forward Thank you so much and will be greatly appreciated. [REDACTED]</p> <p>Sent from my iPad</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your expressed support for the Bradford Bypass.</p> <p>MTO is proceeding with the Preliminary Design Study, which is planned to be completed by early 2023. Project related decisions resulting from a change in government are not known at this time.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future Public Information Centre (PIC) #2 and updates for this Project including the public review periods for the Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR). An Ontario Government Notice (OGN) announcing the date of future PICs 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 Project Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p>

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							If you have any additional questions, please reach out to the Project Team at your earliest convenience.
CT358	█	To: Project Email From: █	Email: █	Interchange at Leslie Street	Wednesday, November 10, 2021	<p>Hello</p> <p>I was looking st the plan for the bradford bypass and noticed there is only a partial interchange planned at leslie street. Is there a reason this is the only partial interchange? Would it not make sense to have a full one there as well instead of forcing more trafic onto woodbine?</p> <p>Which direction would this interchange be? Basically wanting to know what the options will be for anyone needing to enter or exit the highway at leslie st.</p> <p>Thanks, █</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Preliminary Design of the Bradford Bypass includes the proposed partial interchange at Leslie Street, which can be viewed as part of the Public Information Centre (PIC) #1 materials (https://www.bradfordbypass.ca/2021/04/12/17-leslie-street-interchange/). The interchange provides access to and from the Bradford Bypass onto Leslie Street. Vehicles on the Bradford Bypass travelling eastbound can exit at Leslie Street. Vehicles can also access the Bradford Bypass in the westbound direction from Leslie Street. There is no access to or from the east at Leslie. Existing access to and from Highway 404 remains unchanged from current condition.</p> <p>Due to the close proximity of the proposed Highway 404/ Bradford Bypass freeway to freeway interchange, there are geometric and operational constraints that require Leslie Street to be a partial interchange. The partial interchange was identified in the 2002 Approved Environmental Assessment and was developed, evaluated, and selected through the evaluation process. The current traffic demand assessment carried out as part of this Preliminary Design study confirmed that the partial interchange would service the provincial needs. This interchange design also takes into consideration the proximity of this location to the freeway-to-freeway interchange at Highway 404.</p> <p>Refinements and evaluations of interchange configurations within the Study Area are being considered during the current study based on five broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p> <p>We have added you the Project Contact List and you will be notified through email of the future PIC #2 and updates for this Project including the public review periods for the Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR). An Ontario Government Notice (OGN) announcing the date of future PICs 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 Project Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p>

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							If you have any additional questions, please reach out to the Project Team at your earliest convenience.
CT359		To: Project Email From: [REDACTED]	[REDACTED]	Proposed route	Thursday, November 11, 2021	<p>"Hello, it's [REDACTED] calling. My number is [REDACTED] and I'm calling to make a request. The Bradford Bypass I think is a very important and good idea. However, I think there may be some unintended consequences, very damaging unintended consequences to the traffic levels on the North and Southbound 404, North of the Aurora Side Road where it drops the two lanes. All of this additional traffic that this is going to redistribute off of Highway 400 to the 404 which of course is its intention is going to further congest 404 in that pocket up North. What I want to talk to somebody about is has anyone given serious thought to extending the three lanes of the 404 further up to the bypass, doesn't need to go further just to that bypass point, so that if three lanes continuous from basically 16th avenue all the way to this bypass. I think anything less than that we're going to solve one problem and instantly create another to the point where the Bypass may not be used that often because of the congestion it now creates on the 404. So if somebody could give me a shout back that would be terrific. Thank you very much.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>MTO is continually considering improvements to highway infrastructure, including the addition of HOV lanes and additional lanes along Highway 404, North of Aurora Road. The extent and timing of these improvements are not available at this time. Your comments and recommendations have been shared with MTO as input toward future improvements of Highway 404. Improvements on Highway 404 within the study area, that are anticipated to occur prior to 2041, are included in the traffic modelling and analysis for the Bradford Bypass project.</p> <p>We have added you the Project Contact List and you will be notified through email of the future Public Information Centre (PIC) #2 and updates for this Project including the public review periods for the Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR). An Ontario Government Notice (OGN) announcing the date of future PICs 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 Project Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT360		To: Project Email From: [REDACTED]	Email [REDACTED]	Stakeholder Comment Form Environmental Concerns	Friday, November 12, 2021	<p>1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Environmental Assessment (EA) approved in 2002 required the proponent to complete additional studies to address specific concerns, including general conditions related to the commitments made and requirements for future assessment phases such as applied mitigation conditions during the design phase, archaeology, stormwater,</p>

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						<p>--- Title ---</p> <p>██████████</p> <p>--- Department/Organization ---</p> <p>██████████</p> <p>--- Email ---</p> <p>██████████</p> <p>--- Phone Number ---</p> <p>██████████</p> <p>--- Mailing Address ---</p> <p>██████████</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>I am a health professional but above all a grandfather of 6 and a human being who wants life to continue on our beautiful planet. This project indicates such incredible ignorance and narrowness. A few will make out like bandits - which they in essence are.</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>Yes</p> <p>--- If Yes, please indicate the vessel type(s) used: ---</p> <p>Canoe/Kayak length</p>	<p>groundwater, noise, as well as future monitoring of commitments and conditions.</p> <p>The Project Team will carry forward previous environmental commitments made during the 2002 Route Planning and EA Study as set out in the regulation and the Simcoe County Road 4 Widening Environmental Assessment study as applicable. As part of the project-specific assessment of environmental impacts, various environmental and engineering studies are currently being completed, including an existing conditions and impact assessment for both terrestrial ecosystem and fisheries. Please visit the Overview page on the project website for a full list of the environmental studies being undertaken for this study.</p> <p>The results of these studies will be presented during the next Public Information Centre (PIC) #2 to be held during the fall of 2022 and documented in the Environmental Conditions Report (ECR) and an Environmental Impact Assessment Report (EIAR).</p> <p>The Project Team appreciates and thanks you for the information you have provided regarding navigational uses. This information will be factored into the design considerations in order to meet the requirements under the <i>Canadian Navigable Water Act</i> and consultation with Transport Canada.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future PIC #2 and updates for this Project including the public review periods for the ECR and EIAR. An Ontario Government Notice (OGN) announcing the date of future PICs 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 Project Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

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CT361		To: Project Team From:	Email:	Support of BBP	Saturday, November 13, 2021	Fantastic idea! Bring it on. Will definitely vote PC if you promise to build this highway.	<p>Hello</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your expressed support for the Bradford Bypass.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future Public Information Centre (PIC) #2 and updates for this Project including the public review periods for the Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR). An Ontario Government Notice (OGN) announcing the date of future PICs 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 Project Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT362		To: Project Team From:	Email:	Bridge height	Tuesday, November 16, 2021	<p>"Hello,</p> <p>I was going to reach out again to see if there was any update on potential bridge height. I noticed I failed to respond to your request of vessel details. Our primary customers are motorboats up to 12M in length. Draft depth is roughly 2M maximum. Width up to 3.6M but clearance between bridge posts would need to be considerably wider to allow safe passage.</p> <p>The current bridge at Queensville Sideroad and Holland River east (although our business does not require passage in that direction) is a good measurable reference for us. Anything with a flybridge or even some radar arches are unable to pass under that one.</p> <p>We are also still concerned about the impact of navigability during the construction process, is it planned that the bridge will be built in sections to allow passage on one section at all times?</p> <p>Combined between us and South Bay Harbor we now have roughly 200 boats that are kept in the</p>	<p>Hello</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team appreciates and thanks you for the information you have provided regarding navigational uses. This information will be factored into the design considerations in order to meet the requirements under the <i>Canadian Navigable Waters Act</i> and consultation with Transport Canada. In addition to the length and width requirements you have provided, can you please provide the height clearance requirements for these boats?</p> <p>The design and future construction of the new bridges on the Bradford Bypass will take into consideration navigability and maintaining proper access for watercrafts. The Ministry recognizes that there are upstream limits to navigation outside of the project study area at Bridge Street/Yonge Street (Holland River) and Queensville Sideroad W (Holland River East Branch) that may limit further upstream access for these vessels.</p>

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						<p>I look forward to hearing from you.</p> <p>Thanks, [REDACTED]</p>	<p>with Ontario Regulation 697/21, Section 13. It is anticipated that Early Works construction will start in late 2022.</p> <p>We have added you the Project Contact List and you will be notified through email of the future Public Information Centre (PIC) #2 and updates for this Project including the public review periods for the Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR). An Ontario Government Notice (OGN) announcing the date of future PICs 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 Project Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project and its schedule as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT364	[REDACTED]	<p>To: Project Team</p> <p>From: [REDACTED]</p>	<p>Email: [REDACTED]</p>	[REDACTED]	Friday, November 19, 2021	<p>Dear MPP Mulroney, Minister Piccini, Minister Clark and MTO Project Team,</p> <p>The Bradford Bypass runs through one of the most sensitive parts of the Greenbelt and will bisect Lake Simcoe's most important wetland. This route will destroy the habitat of at least 8 species of concern. That means we need to be very considerate of the impacts of this highway on the Holland Marsh and its eco-system. For that reason, I want the exemption for the Bradford Bypass (https://ero.ontario.ca/notice/019-1883) to be rejected and all update studies to be completed BEFORE any construction begins.</p> <p>Further, I want MTO to complete a new full provincial individual EA, a complete update to the 1997 EA, including an examination of alternatives to a highway, and examination of need.</p> <p>I care about this issue greatly and how you proceed with it will impact my vote in the next provincial election. Do right by our wetlands, Lake Simcoe and our public health.</p> <p>Regards, [REDACTED]</p>	<p>No response required.</p> <p>MTO NOTIFICATION REQUIRED.</p>

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CT365		To: Project Team From:	Email	Stakeholder comment form	Sunday, November 21, 2021	<p>"1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>---</p> <p>--- Title ---</p> <p>---</p> <p>--- Email ---</p> <p>---</p> <p>--- Phone Number ---</p> <p>---</p> <p>--- Mailing Address ---</p> <p>---</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>As I study the topographic map of the area, I am alarmed by 2 aspects of this project.</p> <p>1. Wetlands and watercourses: much of the route crosses sensitive wetlands and numerous streams as well as the Holland River. It is impossible to conduct major construction without impacting these during the construction process, no matter how you attempt to "mitigate".</p> <p>2. Food security: this convenient bypass will make it easier for commuting east and north of the 404 and west and north of Bradford. Ontario has finite agricultural land, particularly land for vegetable crops grown in the Holland Marsh. Our farmlands need to be protected at all costs. Opening them up for development is a very short-sighted gain.</p>	<p>Hello</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team will carry forward previous environmental commitments made during the 2002 Route Planning and Environmental Assessment (EA) Study as set out in the regulation, and the Simcoe County Road 4 Widening EA study as applicable. As part of the project-specific assessment of environmental impacts, various environmental and engineering studies are currently being completed. These include an Agricultural Impact Assessment (AIA), and an impact assessment for both Terrestrial Ecosystem and Fisheries. Refer to the Overview page on the Project Website to see a full list of the environmental studies being undertaken for this Project.</p> <p>Under the 2002 Approved EA and as a requirement under the Greenbelt Plan (2017), the AIA will be undertaken to the existing standards and with reference to the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) Draft AIA Guidance Document (March 2018). This study will identify potential impacts to agricultural lands and recommend mitigation measures and strategies to be incorporated into the project design. Further mitigation, compensation and/or enhancement measures related to agriculture are being considered during the Preliminary Design stage of the study in consultation with the agricultural community.</p> <p>The Fisheries and Terrestrial Ecosystem studies will assess the project-specific impacts of the Project including existing conditions and identification of mitigation measures to avoid or minimize these impacts. The Project is subject to environmental legislative and permitting requirements. In compliance with these Federal and Provincial requirements, the Ministry consults with regulatory agencies such as Fisheries and Oceans Canada (DFO), Ministry of the Environment, Conservation and Parks (MECP), Ministry of Northern Development, Mines and Natural Resources and Forestry (NDMNRF), and consults with Conservation Authorities as key stakeholders for the environment.</p> <p>The results of these studies will be documented in the Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR) in accordance with Ontario Regulation 697/21.</p> <p>We have added you to the Project Contact List and you will be notified through email of the future Public Information Centre (PIC) #2 and updates for this Project including the public review periods for the ECR and EIAR. An Ontario Government Notice (OGN) announcing the date of future PICs 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 Project Study Area.</p>

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						<p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No"</p>	<p>Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT366		To: Project Team From: [REDACTED]	Email: [REDACTED]	Water protection	Wednesday, November 24, 2021	<p>"Hello Project Team,</p> <p>Thank you for your email. I wish you Great success in your efforts on the Bradford Bypass. I note your comments as follows "several storm water management features will be required to meet the standards required by the MTO, LSRCA and the Ontario Water Resources Protection Act.</p> <p>Road salt is toxic to wildlife. Algae and duckweed is caused by excessive phosphorus / nitrogen and removes oxygen from the water. Duckweed encourages the growth of bacteria which creates toxic water and kills plants and wildlife.</p> <p>I will send a few pictures separately of duckweed adjacent to the proposed bypass. I hope that you can add the removal of phosphorus and road salt to your Bypass project and improve the overall situation in the Holland Marsh and Lake Simcoe.</p> <p>Yours very truly,</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team recognizes your concerns and comments regarding maintaining water quality, and thanks you for sharing this information and photographs.</p> <p>The studies will be undertaken to satisfy the MTO Environmental Reference for Highway Design, Highway Drainage Design Standards, Drainage Management Manual and other provincial and regulatory requirements.</p> <p>Additionally, the Project will meet current standards that build upon the environmental commitments from the 2002 Approved Environmental Assessment (EA) as it relates to water quality, drainage and stormwater management. The drainage and hydrology engineering studies undertaken for the Project will develop an efficient and effective drainage system for the highway, while addressing potential impacts related to runoff and the change in impervious cover.</p> <p>The Bradford Bypass is primarily located within the Lake Simcoe Region Conservation Authority (LSRCA) regulation limits, south of Lake Simcoe. MTO will assess the project-specific impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological impacts and mitigation measures.</p>

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							<p>For those stormwater management facilities that may occur within the jurisdiction of the Nottawasaga Valley Conservation Authority (NVCA) and potentially influence the subwatershed, MTO will apply NVCA water quantity and quality control guidelines. In addition, the design of the highway and stormwater management for the highway will meet the provincial legislative requirements for water quality and quantity under the <i>Ontario Water Resources Act</i> and <i>Environmental Protection Act</i>.</p> <p>We have added you the Project Contact List and you will be notified through email of the future Public Information Centre (PIC) #2 and updates for this Project including the public review periods for the Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR). An Ontario Government Notice (OGN) announcing the date of future PICs 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 Project Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT367		To: Project Team From: [REDACTED]	Email [REDACTED]	Location of BBP	Wednesday, November 24, 2021	<p>"Hello,</p> <p>Where exactly is the Bradford bypass going? How far would it be from line 9? And is it possible that it can be moved? Or is it all in place and official now?</p> <p>Thank ou"</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>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. MTO is currently undertaking a project specific assessment of environmental impacts and completing additional design and engineering work. MTO previously completed a route planning study for the Bradford Bypass and the EA and Recommended Plan was approved in 2002.</p> <p>Alternatives to the 2002 Approved EA alignment are not being considered. This alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in municipal Official Plans and Transportation Master Plans, as well as the <i>Places to Grow Act</i>. Refinement of the 2002 EA Approved alignment and consideration of the highway's proximity to existing and approved developments is underway. Public Information Centre (PIC) #1 presents the proposed refinements being considered and</p>

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							<p>evaluated during Preliminary Design. Localized and minor alignment shifts have been identified as part of this study and will be further considered as environmental studies are completed, Preliminary Design is advanced, and input is received through consultation.</p> <p>We have added you the Project Contact List and you will be notified through email of the future PIC #2 and updates for this Project including the public review periods for the Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR). An Ontario Government Notice (OGN) announcing the date of future PICs 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 Project Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT368		To: Project Team From:	Email:	Taxes Traffic Study	Friday, November 26, 2021	<p>"1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>No</p> <p>--- Name ---</p> <p></p> <p>--- Email ---</p> <p></p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>What is the opportunity cost of these tax dollars? What is the flow of traffic expected for this route versus how that flow could be managed through use of the 407 if the cost of the 407 on a per use basis is reduced? Can these tax dollars be more optimally spent on buying back the 407 project as a public good and then reduce per use costs to</p>	<p>Hello </p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The purpose of the proposed Bradford Bypass is to improve connectivity to the region as well as to provide capacity to accommodate future demand in the region. The new freeway will relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and support urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404. As announced on November 4, 2021 by Premier Ford, the Bradford Bypass will not be operated as a toll highway.</p> <p>Congestion costs Ontario billions in lost productivity, adds to the costs of goods and creates harmful carbon emissions. Ontario needs new infrastructure to help move people and goods or the region will quickly become overwhelmed. Even if traffic use changes in a post-pandemic era, Simcoe County is expected to experience rapid population growth over the next 10 years, with the Regional Municipality of York growing to 1.79 million by 2041. Building the proposed Bradford Bypass is necessary to relieve existing congestion on local east-west roads and to address the expected long-term travel demand in the area.</p> <p>The travel time savings are calculated by comparing two scenarios: one scenario with the Bradford Bypass and the other without. The 407 Express Toll Route is included in the transportation model under both</p>


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						<p>increase 'ridership' of the 407 for all. The 407 was a fail as current use is prohibitively expensive. Can that problem be fixed first before resorting to another mega-project?</p> <p>Will traffic use in this post-pandemic era not change and be dramatically reduced? Were per-pandemic traffic estimates used in the cost-benefit analysis?"</p>	<p>scenarios. Motorists and trucks are anticipated to see more than a 60 per cent savings in travel time when using the new freeway compared to existing routes along local roads.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT369		<p>To: Project Team</p> <p>From:</p> <p></p>	Email:	Toll Road	Friday, November 26, 2021	<p>Good day,</p> <p>I would like to provide one specific concern, that this bypass will not be tolled.</p> <p>Ontario taxpayers were advised a long time ago that new roads would be tolled. Hence the 407, 412 and 418, the only new highways within Durham Region, are completely toll highways (most local residents don't use the tolled highways from what I understand by the way due to the exorbitant cost).</p> <p>By calling a new highway a "bypass" and avoiding the option to toll the highway, it is unfair and uncouth in my opinion to residents within other areas of the province.</p> <p>I don't live in this area to use this bypass, but, my taxes support it. Yet, where I do live within Oshawa, I can't afford to use the new highways to commute.</p> <p>Please reconsider the option to toll this highway. Even a one time on/off charge of \$4 for example vs a per km charge would help to offset the public cost and would be consistent with what the public was advised.</p> <p>Thank you,</p> <p></p>	<p>Hello </p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>As announced on November 4, 2021 by Premier Ford, the Bradford Bypass will not be operated as a toll highway. Premier Ford also announced on February 18, 2022 that tolls have been permanently removed from Highways 412 and 418, which came into effect on April 5, 2022.</p> <p>We have added you the Project Contact List and you will be notified through email of the future Public Information Centre (PIC) #2 and updates for this Project including the public review periods for the Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR). An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Airmail to residences and businesses adjacent to the Project Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>

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CT370	█	To: Project Team From: █	Email: █	MPP Mail Out	Sunday, November 28, 2021	<p>Dear MPP Mulroney, Minister Piccini, Minister Clark and MTO Project Team,</p> <p>The Bradford Bypass runs through one of the most sensitive parts of the Greenbelt and will bisect Lake Simcoe's most important wetland. This route will destroy the habitat of at least 8 species of concern. That means we need to be very considerate of the impacts of this highway on the Holland Marsh and its eco-system. Not only that - think of all the farmland that would be cut up or paved over! I thought you were supposed to be supportive of local businesses?</p> <p>For those reasons, I want the exemption for the Bradford Bypass (https://ero.ontario.ca/notice/019-1883) to be rejected. If you're interested in doing something creative - study how many people would use the 407 if it were free and not a toll road. This would better use existing infrastructure!</p> <p>Further, I want MTO to complete a new full provincial individual EA, a complete update to the 1997 EA, including an examination of alternatives to a highway, and examination of need. I care about this issue greatly and how you proceed with it will impact my vote in the next provincial election. Do right by our wetlands, Lake Simcoe, local businesses and our public health.</p> <p>Regards, █ █ █</p>	No Response Required.

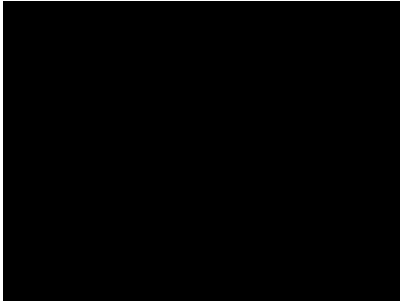








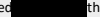


December 2021 - Consultation Record

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT120 Continued		Email	Email: [REDACTED]	Effectuated subdivision	December 1, 2021	<p>"Thank you for your message. I would like to confirm something; is the subdivision I belong to the only major subdivision which will be abutting the proposed pathway of the bypass?"</p>	<p>Hello [REDACTED]</p> <p>Thank you for seeking clarification and for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We note that your question is in relation to the residential developments west of County Road 4 in the Town of Bradford West Gwillimbury. The proposed Bradford Bypass will be located to the north of Crossland Boulevard, Chelsea Crescent and Wyman Crescent. At the time of this study, this location has the most densely developed residential area along the corridor. The County Road 4 Interchange image from Public Information Centre (PIC) #1 shows this location where the alignment is recommended to be shifted slightly to the north.</p> <p>As you are already part of the Project Contact List, you will be notified through email of future milestone events including filing of the Exiting 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>
CT371		To: Project Team From: [REDACTED]	Email: [REDACTED]	New Stakeholder Comment Form	Saturday, December 4, 2021	<p>"1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and has made note of your request to send communications by post mail.</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>[REDACTED]</p> <p>--- Email ---</p> <p>[REDACTED]</p> <p>--- Phone Number ---</p> <p>[REDACTED]</p> <p>--- Mailing Address ---</p> <p>[REDACTED]</p> <p>[REDACTED] --</p> <p>Please send communications by post mail.</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>Yes</p> <p>--- If Yes, please indicate the vessel type(s) used: ---</p> <p>Commercial Vessels 8m length Motorized Boats 5m to 8m Motorized Boats >8m"</p>	<p>The Project Team appreciates and thanks you for the information you have provided regarding navigational uses. This information will be factored into the design considerations in order to meet the requirements under the <i>Canadian Navigable Water Act</i> and consultation with Transport Canada.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the Exiting 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. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>
CT372	[REDACTED]	To: Project Team From: [REDACTED]	Email [REDACTED]	Opposition of BBP Traffic and environmental concerns	Saturday, December 4, 2021	<p>I am opposed to this bypass.</p> <p>I have looked at the plans for the route of the 413 highway. I am not sure how this will really elevate the traffic going sound on the 404 or DVP. It seem to me that people going west would already be heading over to highway 400 prior to this highway. It also comes very close to the 407 which was a very bad government sale to balance the budget. It makes me wonder if this is really a money making deal for some already rich construction company.</p> <p>At a time when the planet is trying to reduce global warming from its current projected path of 2.7 beyond safe thresholds, I cannot comprehend this government's notion that both the construction</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). For Ontarians in 2051, average travel speeds are expected to be 16 per cent slower when compared to 2016.</p>

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						<p>and utilization of another highway which will cut through wetland and greenspace to save the commuter minutes, is in any way, shape or form, good for Ontarians, nature, wildlife or the Earth. To combat climate change and reach the targets set at the summit meetings I am wondering how this will help.</p> <p>Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers.</p> <p>What affect is this going to have on the bird and wild life in the Holland March area. Are they going to be affected?</p> <p>I would like to hope this is not just another blunder like the millions given away to businesses during covid that should not have have received it and then almost laughing it off that tax payers lost millions like we are doing daily on the 407.</p> 	<p>Simcoe County is expected to experience rapid population growth over the next 10 years, with the Regional Municipality of York growing to 1.79 million by 2041.</p> <p>Congestion already costs Ontario billions in lost productivity, adds to the costs of goods and creates harmful carbon emissions. Ontario needs new infrastructure to help move people and goods or the region will quickly become overwhelmed.</p> <p>This new transportation corridor will relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and support projected urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404. Motorists and trucks are anticipated to see more than a 60 per cent savings in travel time when using the new freeway compared to existing routes along local roads.</p> <p>The Holland Marsh Wetland Complex extends beyond the Bradford Bypass corridor and consists of over 3,000 hectares (ha) of designated wetland area. Currently, the Bradford Bypass corridor will cross approximately 10.75 ha, which accounts for only 0.35 per cent of the entire Provincially Significant Wetland (PSW) area. The crossing locations were chosen because they are consistent with the Ministry's effort to minimize impacts to this sensitive wetland area and are among the narrowest portions of Holland Marsh. A portion of the crossing will be accommodated on an elevated structure in order to provide marine navigational clearance over the Holland River and Holland River East Branch below.</p> <p>The Project Team will carefully consider all impacts to wetland areas and will continue to work with Indigenous communities, 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 Bradford Bypass Project will continue to look at opportunities to minimize impacts to these wetland areas through engineering refinements.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including filing of the Exiting 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.</p>

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							<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT373		To: Project Team From:	Phone: [REDACTED]	Water Well Survey	December 9, 2021	<p>"Hello, I'm a homeowner on [REDACTED] in [REDACTED]. I was asked to fill out a Well Water Survey so I just want to know because there seems to be a lot of controversy and conflict of information on regards to where I'm going to be mailing this information back to you so you can get it. I'm at [REDACTED]. Thank you bye."</p>	<p>* [REDACTED] forwarded this call to [REDACTED] on December 15, 2021</p> <p>* [REDACTED] called the homeowner on December 17, 2021 and they did not respond. He left a message providing the owner the address on where to submit the letter.</p> <p>* [REDACTED] followed up on December 21, 2021 and the owner answered. They informed [REDACTED] that they sent the letter to the mailing address [REDACTED] provided in his voicemail on December 17, 2021.</p> <p>No further action required.</p>
CT374		To: Project Team From: [REDACTED]	Email: [REDACTED]	Real estate	Tuesday, December 14, 2021	<p>"Good afternoon,</p> <p>Hope this email finds you well. I have a client looking to purchase a property at [REDACTED]. We are wondering how close the projected highway will come to the property, or on it for that matter.</p> <p>Thanks for your time,</p> <p>Regards,</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The proposed Bradford Bypass will have no direct impact on [REDACTED] located in [REDACTED]. The property is located approximately [REDACTED] south of the 2002 Approved EA Assessment (EA) right-of-way.</p> <p>Please refer to the map below to see the approximate location of the property relative to the proposed alignment (marked with a red "X").</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
							 <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the Exiting 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT375		To: Project Team From:	Phone:  Email: 	Start date and duration of project	Monday, December 20, 2021	<p>"Hi and good afternoon. This is  and I'm calling about Bradford. I have some questions regarding this project starting date and the duration of the project. Please call me back when you have time  Thank you and Merry Christmas."</p>	<p> called  on January 4, 2021. She introduced herself on behalf of the Bradford Bypass Project Team and let him know she's calling regarding his call on December 20, 2021.</p> <p> confirmed his identity and asked when the project was commencing and how long it would take.</p> <p> informed  that Preliminary Design is currently being undertaken for the overall Bradford Bypass, which involves conducting all the necessary assessments to determine environmental impacts and mitigation measures. She informed  that this is anticipated to be completed in early 2023.</p> <p> "will construction begin right afterwards?"</p>

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							<p>██████████ stated the detail design and construction will follow the preliminary design, subject to funding and approvals.</p> <p>██████████ asked, "how long the construction would take?"</p> <p>██████████ responded that she cannot give an exact timeline on the length of construction, because it is dependent on funding and approvals.</p> <p>██████████ stated he's glad the project is moving forward because it is really needed.</p> <p>██████████ asked him if he'd like to be added to the project contact list, and if he'd like to provide his email to receive project updates and notifications.</p> <p>██████████ agreed and provided his email.</p> <p>██████████ asked ██████████ if he had any other questions or concerns.</p> <p>██████████ said no that was everything.</p> <p>██████████ closed comment.</p> <p>*No further action is required.</p>
CT376	██████████	<p>To: Project Team</p> <p>From: ██████████</p>	Email: ██████████	New stakeholder comment form	Monday, December 20, 2021	<p>"--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>██████████</p> <p>--- Title ---</p> <p>██████████</p> <p>--- Department/Organization ---</p> <p>██████████</p> <p>--- Email ---</p> <p>██████████</p>	<p>Hello ██████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your expressed support for the Bradford Bypass.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this Project. An Ontario Government Notice (OGN) announcing the date of the future PICs 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 Project Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>--- Phone Number ---</p> <p>██████████</p> <p>--- Mailing Address ---</p> <p>██████████</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>I fully support this project</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No"</p>	<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT377	██████	To: Project Team From: ██████	Email: ██████	Impact to property New stakeholder comment form	Tuesday, December 21, 2021	<p>"Good evening ██████</p> <p>I trust all is well.</p> <p>We reviewed the information in the Bradford Bypass website and we are trying to understand whether this project may have any impact on our client's site located at 3510 County Road 88 in Bradford.</p> <p>Based on our review of the materials presented in the Public Information Centre #1 in Section 5 Considerations for the Bradford Bypass Project and Section 12 Highway 400 Refinement Alternatives (demonstrating 4 refinements alternatives), it does not look like there is any direct impact. However, it would be great if we can have a quick call at your earliest convenience to discuss any implication this project may have on our site.</p> <p>Looking forward to hearing from you."</p> <p>Sincerely,</p> <p>"1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as</p>	<p>* ██████ called ██████ on 01/04/2022 as per ██████ suggestion to confirm property limits. I property extends north of ██████</p> <p>* ██████ sent an email on 01/05/2022 to the project email of the property limits.</p> <p>* ██████ confirmed with ██████ on 01/05/2022 that the property will not be impacted by works associated with the Bradford Bypass, but work being conducted by Stantec.</p> <p>* ██████ called ██████ on 01/05/2022 to let her know, and emailed her the Stantec contacts provided by Riyaz.</p> <p>No further action is required.</p>

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						<p>this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name --- [REDACTED]</p> <p>--- Title --- [REDACTED]</p> <p>--- Department/Organization --- [REDACTED]</p> <p>--- Email --- [REDACTED]</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---"</p> <p>No [REDACTED]</p>	
CT378	[REDACTED]	To: Project Team	Email: [REDACTED]	Consortium	Friday, December 24, 2021	Good afternoon,	Hello [REDACTED]

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		From: [REDACTED]				<p>My name is [REDACTED] and I live in [REDACTED] I was wondering if a consortium has been chosen to manage the construction of the Early Works bridge portion of the route or for the entire project.</p> <p>If so, could you provide information on the consortium? I would like to find out which companies are involved.</p> <p>Thank you,</p> <p>[REDACTED]</p>	<p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake this Preliminary Design project specific assessment of environmental impacts for the Bradford Bypass. In accordance with the provisions of the Ontario Regulation 697/21, the MTO intends to move ahead with the Early Works, a focused grade separated bridge crossing for the future Bradford Bypass at County Road 4 (Yonge Street). The Ministry is following the standard process for issuing requests for proposals through the Registry, Appraisal and Qualification System (RAQS). The Request for Proposals (RFP) for the County Road 4 Early Works was issued for tendering on November 25, 2021. The RFP Closing date is currently scheduled for February 2, 2022 after which MTO will evaluate the lowest bid submission to ensure it is compliant with the requirements of the RFP. MTO is targeting contract award in March 2022. Upon award, MTO will be able to release the legal name of the entity that was awarded the contract, however, that entity (firm, partnership, etc.) will have to be contacted directly to obtain additional information regarding sub-contractors, service providers, etc.</p> <p>For the Bradford Bypass, Preliminary Design is anticipated to be complete in Early 2023.</p> <p>We have added you to the Project Contact List and you will be notified through email of future Public Information Centres (PICs) and updates for this study. An Ontario Government Notice (OGN) announcing the date of future PICs will be published in local newspapers, posted on the Project website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

January 2022 - Consultation Record

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT379	█	To: Project Team From: █	Email: █	Signage	Friday, January 7, 2022	<p>"To Whom It May Concern: All the local residents recognize the name "The Bradford Bypass". I think it would be fitting to put the name on the green direction signs at each entrance of the highway east and west Thank You Rob Barnett cell █</p> <p>Sent Using Moto G Fast Please Update To My New Email Address █</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Preliminary Design for the overall Bradford Bypass project is anticipated to be completed in early 2023. Detail Design and Construction Phases will follow. MTO traffic signs will be placed along the proposed corridor of the Bradford Bypass prior to the completion of its construction.</p> <p>We have added you the Project Contact List and you will be notified through email of the future Public Information Centre (PIC) #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Airmail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT380	█	To: Project Team From: █	Email: █	Protest against BBP	Friday, January 7, 2022	<p>"Hello Bradford Bypass Project Team,</p> <p>Yes, I have concerns.</p> <p>Cease and desist building the Bradford Bypass over and through the Holland Marsh and the Holland River. We have taken away enough natural habitat. Use the alternative solutions presented by the STOP the Bradford Bypass Group.</p> <p>Nature needs a place to grow, and it is here in the Holland Marsh Wetlands.</p> <p>█</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The purpose of this new 16.2-kilometre controlled access freeway is to improve connectivity as well as to provide capacity to accommodate future demand. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). The Bradford Bypass will relieve congestion on existing east-west local roads and provide an improved northern freeway connection between Highway 400 in the County of Simcoe and Highway 404 in York Region.</p> <p>The ministry previously completed a Route Planning study for the Bradford Bypass and the Environmental Assessment (EA), and the Recommended Plan was approved in 2002. The planning process that resulted in the 2002 Approved EA for the Bradford Bypass evaluated alternatives from a broad range of potential solutions to the undertaking. The alternatives considered included a base case of "do nothing", managing transportation demand,</p>

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							<p>improving existing roadways and/or roadway-based modes, as well as introducing new non- roadway-based facilities and/or non-roadway-based modes. The need for this freeway was confirmed during the Route Planning and EA Study as the only reasonable solution that would make a significant contribution towards addressing the problem. For more information on the previously completed EA Study and to view the previously completed EA, please visit the project website: https://www.bradfordbypass.ca/overview/.</p> <p>The Preliminary Design phase of the Project includes refinements to the Technically Preferred Route within the Study Area based on various factors, including an updated traffic demand assessment and current environmental impact assessments. As part of Public Information Centre (PIC) # 1, refinements and alternatives were developed and shown for the Bradford Bypass mainline, freeway-to-freeway interchanges, as well as arterial/crossing road interchanges.</p> <p>As part of the refinement process, the Project Team is actively engaged with local municipalities and regions for consultation on the design. The results of these consultations will be incorporated into the Ministry's Preliminary Design study and presented to the public at key design stages.</p> <p>The ministry is currently undertaking the Preliminary Design and project-specific assessment of environmental impacts as outlined in Ontario Regulation (O. Reg.) 697/21: Bradford Bypass Project. The Project Team will carry forward previous environmental commitments made during the 2002 approved Route Planning and EA Study. In addition, the Preliminary Design stage for the Bradford Bypass will include a wide range of environmental studies, as well as those identified in accordance with O. Reg. 697/21 and current legislative requirements. The ministry will conduct the following studies during Preliminary Design:</p> <ul style="list-style-type: none"> • Agricultural Impact Assessment • Air Quality Impact Assessment • Archaeological Assessment (Stages 2, 3, and 4 as required) • Cultural Heritage Assessment • Drainage and Hydrology • Erosion and Sediment Control Risk Assessment • Fish and Fish Habitat Existing Conditions and Impact Assessment Report • Fluvial Geomorphology • Groundwater Impact Assessment • Land Use and Property Impact Assessment • Noise and Vibration Impact Assessment • Preliminary Landscape Composition Plan • Snowdrift Assessment • Terrestrial Ecosystems Existing Conditions and Impact Assessment Report (including an assessment of vegetation and vegetation

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							<p>communities, wildlife and wildlife habitat, species at risk and designated natural areas)</p> <ul style="list-style-type: none"> Waste and Excess Materials Management Plan. <p>The results of these studies will be presented during the next PIC #2 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>As you are already on the Project Contact List, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT381		To: Project Team From: [REDACTED]	Email: [REDACTED]	Property Investment	Monday, January 10, 2022	<p>"Hello, We are considering to invest on [REDACTED] My question is if the Bradford Bypass project has any effect on this property or not. Best regards [REDACTED]"</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The project is currently in the Preliminary Design phase, which involves refinement to the Technically Preferred Route at select locations, including Highway 404 and Leslie Street. The 2002 Approved Environmental Assessment (EA) at the Highway 404 Interchange, which was presented as part of Public Information Centre (PIC) #1, can be viewed on the Project Website (https://www.bradfordbypass.ca/2021/04/12/13-highway-404-interchange/). Additionally, two mainline refinement alternatives are being considered around Leslie Street to minimize potential need to relocate the Hydro Towers, these can be viewed on the Project Website here: https://www.bradfordbypass.ca/2021/04/09/10-bradford-bypass-mainline-refinement-hydro-tower-relocation/</p> <p>As part of the consultation process, MTO will work directly with individual property owners regarding direct impacts to their property as a result of the</p>

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							<p>proposed Project. Individual meetings will be held between the Project Team and impacted property owners to discuss property-specific concerns and establish next steps.</p> <p>MTO can review any remaining lands for surplus disposal after construction is complete. Please contact MTO at the end of the construction phase as MTO will have a better idea of which lands may be available for sale.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including filing of the Exiting Conditions Report (ECR), 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. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT382		To: Project Team From: [REDACTED]	Email: [REDACTED]	Distance from South of Highway	Monday, January 10, 2022	<p>"No where on any document or piece of information does it state how far away it will be from the homes located just to the South of the Highway. Currently from the picture (Key Plan) provided it looks like it will be right up against our fence which means the trees that would provide a natural sound barrier will be removed and our view will now be asphalt.</p> <p>Regards, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Key Plan was based on the 2002 Approved Environmental Assessment alignment for the Recommended Plan shown in the Route Planning and Environmental Study Report (1997), Exhibit 5-1 (1:50,000 scale) and Exhibit 5-2 (1:10,000 scale). The right of way width for this Recommended Plan highway alignment was 100m. This report is available on the project website: https://www.bradfordbypass.ca/overview/</p> <p>Figures available through Public Information Centre (PIC) #1 show the preliminary alignment refinements and approximate location of lanes within the right-of-way limits with recent aerial imagery. We trust that the figures will be helpful to understand the relative separation from some adjacent properties. Highway Alignment Refinement Alternative west of County Road 4: https://www.bradfordbypass.ca/2021/04/09/8-general-design-refinements/</p> <p>As part of the current Preliminary Design and project-specific assessment of environmental impacts, a Noise Impact Assessment will be undertaken for</p>

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							<p>the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barriers walls, where the proposed improvements to the Project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted, it must meet MTO's technical, economic, and administrative feasibility criteria as defined in MTO's Noise Guide.</p> <p>In addition, MTO endeavors to find innovative opportunities to address noise mitigation efforts through engineering of various types, enhancements of engineering materials, construction technologies/ enhancements, and pavement structures (such as quiet pavements), which will be investigated for consideration in the appropriate design phase.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including filing of the Existing Conditions Report (ECR), 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. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT383		To: Project Team From: [REDACTED]	Email: [REDACTED]	Public Transit	Tuesday, January 11, 2022	<p>Another highway in this province, which is already overrun with highways, is not the solution. Strong public transit is. Instead of building a highway through the green belt, an important natural resource, why not build a railroad? Trains are far more environmentally sustainable than cars, and far less deaths occur in train accidents, as opposed to the astronomical casualty list cars rank up daily.</p> <p>With climate change worsening daily, creating a highway will only exacerbate this problem. A highway is a short-sighted solution to the issue of traffic, short-sightedness is not what we need right now, not when the future of this species, my children and your children is in jeopardy.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your comments on the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>MTO previously completed a Route Planning study for the Bradford Bypass and the Environmental Assessment (EA), and the Recommended Plan was approved in 2002. The planning process that resulted in the 2002 Approved EA for the Bradford Bypass evaluated alternatives from a broad range of potential solutions to the undertaking. The need for this freeway was confirmed during the Route Planning and EA Study as the only reasonable solution that would make a significant contribution towards addressing the problem. Both the County of Simcoe and York Region are expected to experience rapid growth over the next 10-20 years and investing in this new 16-kilometre transportation corridor is needed to relieve congestion on</p>

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						<p>Car culture is detrimental to the human race. Look at what they have brought to this world, the infrastructure and urban design we have created to accommodate cars is simply ugly and incompatible with healthy human life. Look at our car-centric towns, including Bradford. Walking is unpleasant due to the little space given to pedestrians, and at that, it is far too loud to enjoy, the sound of endless cars speeding through town enough to drive one insane.</p> <p>For the well being of Bradford residents, please do not continue with this project.</p>	<p>existing east-west local roads and provide an improved connection between Highway 400 and Highway 404.</p> <p>Even with the currently planned transportation and transit projects, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). The Bradford Bypass is one of the components as part of the transportation plan to expand and enhance the province's transportation network.</p> <p>The Project Team acknowledges your concerns regarding the proposed freeway and the potential impact on the natural environment. As part of this current Preliminary Design and project-specific assessment of environmental impacts, MTO is undertaking 15 environmental studies to 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. To view the full list of studies being conducted, please visit the Project website (https://www.bradfordbypass.ca/overview/).</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>We have added you to the Project Contact List and you will be notified through email of future milestone events including filing of the ECR, PIC #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT384		To: Project Team From: [REDACTED]	Phone: [REDACTED]	Protest against BBP	Tuesday, January 11, 2022	<p>"Yes my name is [REDACTED] I live in Bradford. We do not need this new Bradford Bypass. We don't need anymore roads and anymore pollution. We don't need Doug Ford and we don't need the PC party continuously being voted in Bradford all the time. Okay it's just for Doug</p>	<p>[REDACTED] called [REDACTED] on three different occasions, and he answered her call on April 7, 2022. [REDACTED] confirmed he was on the line.</p> <p>* [REDACTED] asked what the status of the project was.</p>

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						<p>Ford's gains and for him to win another election and he is not helping anybody in Bradford. No low income people no nothing and he's the worst Premier ever and we don't need to help this guy win again. So my names [REDACTED] phone number is [REDACTED] and I'm against the Bradford Bypass and all the other roads Doug Ford want to be building so he can save his ass so thank you very much bye."</p>	<p>[REDACTED] stated the Project is currently in the Preliminary Design phase, which is expected to be completed early 2023. MTO is advancing the Early Works, as set out in the regulation, which is focused on a grade separated bridge crossing for the future Bradford Bypass at County Road 4 (Yonge Street), and construction is anticipated to begin late 2022.</p> <p>* [REDACTED] stated he does not support this highway, and believes the only reason it is being built is because Doug Ford would like to be reelected, and requires funding from developers for his election campaign.</p> <p>[REDACTED] informed [REDACTED] that the reason the highway is moving forward is because Simcoe County is expected to continue to experience rapid population growth, and the Bradford Bypass is necessary to relieve congestion on local roads.</p> <p>* [REDACTED] stated it's concerning that the highway is going over the Holland Marsh and farmland.</p> <p>[REDACTED] informed [REDACTED] various environmental and engineering studies are currently being completed, including an Agriculture Impact Assessment and Fish and Fish Habitat Existing Conditions and Impact Assessment Report.</p> <p>* [REDACTED] stated the funding used to build the highway would be better off supporting housing. He stated there's increased homelessness in Bradford and constructing apartment buildings should be the priority because Canadians can no longer afford homes.</p> <p>[REDACTED] stated anything related to housing and housing affordability should be directed to the Ministry of Municipal Affairs and Housing (MMAH), as they are responsible for delivery housing and homelessness programs.</p> <p>* [REDACTED] asked if local roads are being rehabilitated as part of this project, and who deals with the garbage on the roads.</p> <p>[REDACTED] informed [REDACTED] that anything related to local roads would need to be addressed to the municipalities Capital Works department, and garbage issues are also the municipalities responsibility.</p> <p>[REDACTED] asked [REDACTED] if he would like to provide his email address to be added to the Project contact list and receive updates on the project.</p> <p>* [REDACTED] stated no.</p> <p>* [REDACTED] thanked [REDACTED] for calling him, and stated if he had any further questions or concerns he will contact the project team.</p>

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							████████ closed comment.
CT385	████	To: Project Team From: ██████████	Email: ██████████	New stakeholder comment form	Wednesday, January 12, 2022	<p>"1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>██████████</p> <p>--- Email ---</p> <p>████████████████████</p> <p>--- Phone Number ---</p> <p>██████████</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>Please add my email to the mailing list. "</p>	<p>Hello ██████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT386	████	To: Project Team From: ██████████	Email: ██████████	CR4 Early Works Report Comment Entry Form	Monday, January 17, 2022	<p>"1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>██████████</p> <p>--- Email ---</p> <p>██████████</p>	<p>Hello ██████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges your support and concerns over the Bathurst Street interchange.</p> <p>The Bathurst Street interchange was identified in the 2002 Approved EA which was developed, evaluated, and selected through the evaluation process. A traffic demand assessment carried out as part of this study confirmed the location of the proposed interchange would help service the provincial needs. Interchange configuration refinements at the proposed locations within the Study Area are being considered during the current study based on 5 broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p>

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						<p>--- Phone Number ---</p> <p>██████████</p> <p>--- Mailing Address ---</p> <p>██████████</p> <p>--- 2) Please provide comments on the County Road 4 Draft Early Works Report to the Project Team ---</p> <p>in favor of project except for the Bathurst st interchange. I don't understand for the need of an interchange there when you have a full interchange at the queensville side road to service that area. also I think that an interchange there would be very impactful to the environment."</p>	<p>We have added you to the Project Contact List and you will be notified through email of the future Public Information Centre (PIC) #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website, and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT387	██████	To: Project Team From: ██████████	Email: ██████████	Protest against BBP	Tuesday, January 18, 2022	<p>"Hello I am writing to voice my concern over this project. I cannot understand how an environmental assessment done over 10 years ago can still be considered valid for a project that has not even begun yet. So much of our environment has changed in the last 10 years in Bradford, and with that, the assessment should be re-done to ensure no damage to already sensitive ecosystems will occur. Additionally, I generally feel that this project is more damaging than good for anyone. The amount of landscape it will change, to only cut commute times by a few minutes seems absolutely ludicrous and if you were to ask any of the current population of the area, I do believe we would all agree that this project should NO LONGER go forward and should be thrown out.</p>	<p>Hello ██████████</p> <p>Thank you for your comments on the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges your concerns regarding the Bradford Bypass Project.</p> <p>MTO previously completed a route planning study for the Bradford Bypass and the Environmental Assessment (EA) and Recommended Plan was approved on August 28, 2002. In August 2019, MTO approved the re-initiation of design activities for the Bradford Bypass. In advance of the current Preliminary Design assignment, AECOM completed preparatory work relating to the engineering design updates for the project, and environmental existing conditions updates. Upon completion of the preparatory work, MTO initiated a Preliminary Design and Class Environmental Assessment Study for the Bradford Bypass in September 2020. The approved planning process initially followed was for a Group 'A' project under the MTO <i>Class Environmental Assessment for Provincial Transportation Facilities</i> (2000) (Class EA).</p> <p>On October 7, 2021 Ontario Regulation 697/21 came into effect with respect to the exemption for the Bradford Bypass Project under the Class <i>Environmental Assessment</i> process. The regulation sets conditions for the</p>

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						<p>Please consider all the lives, both human, animal and plant, that you are about to destroy and with the pressures of climate change being so great already (we have seen the damages done by the fires, the more intense storms, the lack of ground for water to go to and extreme flooding), I urge you to stop this project and no longer pursue it in the future.</p> <p>Thank you [REDACTED]</p>	<p>assessment process going forward and for continued environmental protection and consultations for the Bradford Bypass Project and associated Early Works.</p> <p>MTO continues to undertake 15 environmental studies to 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. To view the full list of studies being conducted, please visit the Project website (https://www.bradfordbypass.ca/overview/).</p> <p>The results of these studies will be presented during the next Public Information Centre (PIC) #2 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. We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the ECR, PIC #2, and filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT388	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Timing for the project	Tuesday, January 18, 2022	<p>"Hi Team, Hope this email finds you well. I was wondering if you will be able to help me to get more information in regards to the Bradford Bypass project? I would like to know more about the timing for this project and how the plan works as I am planning to buy a few lands around the area.</p> <p>I will appreciate your reply [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>On October 7, 2021, Ontario Regulation 697/21 came into effect with respect to the exemption for the Bradford Bypass Project and under the Class <i>Environmental Assessment</i> process. The regulation sets conditions for the assessment process going forward and for continued environmental protection and consultations for the Bradford Bypass Project and associated Early Works. The Ministry of Transportation (MTO) remains responsible for gathering existing information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous peoples, and document decision-</p>

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						<p>[REDACTED]</p> <p>making. Other provincial and federal legislative and permitting processes still apply to the Bradford Bypass Project and MTO continues to meet all required legislative requirements. Further information regarding the regulation can be found at the link here: https://www.ontario.ca/laws/regulation/r21697?search=697.</p> <p>Preliminary Design for the overall Bradford Bypass project is anticipated to be completed in early 2023. Detail Design and Construction will follow.</p> <p>MTO is advancing the Early Works, as set out in the regulation, which is focused on a grade separated bridge crossing for the future Bradford Bypass at County Road 4 (Yonge Street). The Draft Early Works Report was available through the Project Website between January 13, 2022 and February 12, 2022. The Early Works Report summarizes the local environmental conditions within the Early Works Study Area. The report also provides an assessment and evaluation of potential impacts that the Early Works will have on the environment, a description of mitigation measures and monitoring activities, and a consultation record. The Notice of Final Early Works Report was issued on March 21, 2022.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the Exiting 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>	<p>making. Other provincial and federal legislative and permitting processes still apply to the Bradford Bypass Project and MTO continues to meet all required legislative requirements. Further information regarding the regulation can be found at the link here: https://www.ontario.ca/laws/regulation/r21697?search=697.</p> <p>Preliminary Design for the overall Bradford Bypass project is anticipated to be completed in early 2023. Detail Design and Construction will follow.</p> <p>MTO is advancing the Early Works, as set out in the regulation, which is focused on a grade separated bridge crossing for the future Bradford Bypass at County Road 4 (Yonge Street). The Draft Early Works Report was available through the Project Website between January 13, 2022 and February 12, 2022. The Early Works Report summarizes the local environmental conditions within the Early Works Study Area. The report also provides an assessment and evaluation of potential impacts that the Early Works will have on the environment, a description of mitigation measures and monitoring activities, and a consultation record. The Notice of Final Early Works Report was issued on March 21, 2022.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the Exiting 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT389	[REDACTED]	To: Project Team From [REDACTED]	Email: [REDACTED]	New comment stakeholder form Property Impact	Wednesday, January 19, 2022	<p>1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team acknowledges your concerns about potential business disruption due to the construction of the Bradford Bypass and changing traffic patterns. The Project Team will work with municipalities and stakeholders to minimize and mitigate potential impacts to businesses during</p>

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						<p>██████████</p> <p>--- Title ---</p> <p>██████████</p> <p>--- Email ---</p> <p>████████████████████</p> <p>--- Phone Number ---</p> <p>██████████</p> <p>--- Mailing Address ---</p> <p>████████████████████</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>Construction and traffic patterns may affect my business.</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No</p>	<p>all stages of construction. The Project Team would welcome receiving additional information about the location of your business so that we can better understand your concerns and factor this information into the traffic studies for the project.</p> <p>As part of this current Preliminary Design and project-specific assessment of environmental impacts, a Traffic Study will be completed to assess traffic requirements during and post-construction. Potential preliminary impacts and proposed mitigation measures for traffic impacts to the municipal road network will be discussed at Public Information Centre (PIC) #2 and outlined in the Environmental Impact Assessment Report (EIAR) to be carried forward through further design and construction. The preliminary construction staging plan will be further developed in the next design stage. Opportunities to minimize lane reductions and temporary closures during construction will be reviewed at that time.</p> <p>PIC #2 will be an opportunity for the public to review and discuss the potential impacts identified and proposed mitigation measures with the Project Team. The details will then be documented in the Draft EIAR which will undergo a public review period followed by an issues resolution process before being finalized.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the ECR, PIC #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT390	██████████	To: Project Team From: ██████████	Email: ██████████	New comment stakeholder form Property Impact	Wednesday, January 19, 2022	<p>1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p>	<p>Hello ██████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p>

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						<p>Yes</p> <p>--- Name ---</p> <p>██████████</p> <p>--- Title ---</p> <p>████</p> <p>--- Email ---</p> <p>████████████████████</p> <p>--- Phone Number ---</p> <p>██████████</p> <p>--- Mailing Address ---</p> <p>██</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>Construction and traffic patterns may affect my business.</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No</p>	<p>The Project Team acknowledges your concerns about potential business disruption due to the construction of the Bradford Bypass and changing traffic patterns.</p> <p>The Project Team will work with municipalities and stakeholders to minimize and mitigate potential impacts to businesses during all stages of construction. The Project Team would welcome receiving additional information about the location of your business so that we can better understand your concerns and factor this information into the traffic studies for the project.</p> <p>As part of this current Preliminary Design and project-specific assessment of environmental impacts, a Traffic Study will be completed to assess traffic requirements during and post-construction. Potential preliminary impacts and proposed mitigation measures for traffic impacts to the municipal road network will be. Potential preliminary impacts and proposed mitigation measures for traffic impacts to the municipal road network will be discussed at Public Information Centre (PIC) #2 and outlined in the Environmental Impact Assessment Report (EIAR) to be carried forward through further design and construction. The preliminary construction staging plan will be further developed in the next design stage. Opportunities to minimize lane reductions and temporary closures during construction will be reviewed at that time.</p> <p>PIC #2 will be an opportunity for the public to review and discuss the potential impacts identified and proposed mitigation measures with the Project Team. The details will then be documented in the Draft EIAR which will undergo a public review period followed by an issues resolution process before being finalized.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the ECR, PIC #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

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CT391		To: Project Team From: [REDACTED]	Email: [REDACTED]	[REDACTED]	[REDACTED]	<p>[REDACTED]</p> <p>We are reaching out on behalf of [REDACTED] to introduce our company.</p> <p>Attached you will see a brochure that will cover background on our company, services we offer, and includes some photos of previous work.</p> <p>If you have anything coming up that you think we could help you out with, please feel free to reach out to us, we would be happy to hear from you!</p> <p>--</p> <p>Best Regards, [REDACTED]</p>	<p>Hello,</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Preliminary Design for the overall Bradford Bypass project is anticipated to be completed in early 2023. Detail Design and Construction will follow.</p> <p>MTO is advancing the Early Works, as set out in the regulation, which is focused on a grade separated bridge crossing for the future Bradford Bypass at County Road 4 (Yonge Street). The Early Works is expected to begin construction late 2022.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the Existing 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. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT392		To: Project Team From: [REDACTED]	Email: [REDACTED]	Cost Environmental Concerns	Sunday, January 23, 2022	<p>To whom it may concern,</p> <p>My name is [REDACTED]. I am a long-time resident of [REDACTED] Ontario in the town of [REDACTED]. I am writing to you to express grave concern over the highway project known as the Bradford Bypass or the Holland Marsh Highway.</p> <p>Below are some questions I would like to present for your consideration:</p> <ol style="list-style-type: none"> 1. Would Ontario taxpayers really need to spend over a BILLION dollars on a 	<p>February 18, 2022</p> <p>[REDACTED]</p> <p>Dear [REDACTED]</p> <p>Thank you for your email regarding the Highway 400 to Highway 404 Link (Bradford Bypass). I appreciate the opportunity to respond on behalf of the Honourable Minister of Transportation, Caroline Mulroney.</p> <p>The purpose of this new 16.2-kilometre controlled access freeway is to improve connectivity as well as to provide capacity to accommodate future demand. Even with all currently planned transportation and transit</p>

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						<p>highway when other more <u>cost-effective alternatives</u> are possible?</p> <p>2. Why is it permitted to destroy Canadian Heritage sites, sensitive eco-systems, cause the willful extinction of endangered birds and animals, and irreversibly damage large swaths of land supposedly protected under laws like the Greenbelt Act and the Lake Simcoe Protection Act?</p> <p>3. How can any <u>Early Works</u> construction take place BEFORE it is lawful to do so?</p> <p>I find it very troubling that the current government of Ontario is forcing it's way into building a highway that has been foretold to cause much damage to the local environment. It is intended to cut through the Greenbelt and sensitive wetlands that are part of the Lake Simcoe watershed. My home is served by a water well on my property and I am protective of that resource and would not want the ground water or water table to be polluted. People closer to the proposed highway would certainly be gravely upset if their wells became contaminated with run-off from a highway! Anyone who has driven along on a highway and paid attention can see that the trees along the side of highway die off due to the road salt. Moose are known to come out of the bush to lick the salt residue along the sides of ditches!</p> <p>There are documented studies that show that there is much that will be irreversibly damaged if this highway is built. There is an Indigenous site, known as the Lower Landing, that has gone through a preliminary archeological assessment that would be destroyed if this highway is built. How's that for "reconciliation" by Canadian government(s) for the Indigenous peoples of this country and the local area?</p> <p>A recent compelling article on the subject: https://thepointer.com/article/2022-01-23/bradford-bypass-threatens-ancient-</p>	<p>investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). The Bradford Bypass will relieve congestion on existing east-west local roads and provide an improved northern freeway connection between Highway 400 in the County of Simcoe and Highway 404 in York Region.</p> <p>The ministry previously completed a Route Planning study for the Bradford Bypass and the Environmental Assessment (EA), and the Recommended Plan was approved in 2002. The planning process that resulted in the 2002 Approved EA for the Bradford Bypass evaluated alternatives from a broad range of potential solutions to the undertaking. The alternatives considered included a base case of "do nothing", managing transportation demand, improving existing roadways and/or roadway-based modes, as well as introducing new non- roadway-based facilities and/or non-roadway-based modes. The need for this freeway was confirmed during the Route Planning and EA Study as the only reasonable solution that would make a significant contribution towards addressing the problem. For more information on the previously completed EA Study and to view the previously completed EA, please visit the project website: https://www.bradfordbypass.ca/overview/.</p> <p>The ministry is currently undertaking the Preliminary Design and project-specific assessment of environmental impacts as outlined in Ontario Regulation (O. Reg.) 697/21: <i>Bradford Bypass Project</i>. The Project Team will carry forward previous environmental commitments made during the 2002 approved Route Planning and EA Study. In addition, the Preliminary Design stage for the Bradford Bypass will include a wide range of environmental studies, as well as those identified in accordance with O. Reg. 697/21 and current legislative requirements. The ministry will conduct the following studies during Preliminary Design:</p> <ul style="list-style-type: none"> • Agricultural Impact Assessment • Air Quality Impact Assessment • Archaeological Assessment (Stages 2, 3, & 4, as required) • Cultural Heritage Assessment • Drainage and Hydrology • Erosion and Sediment Control Risk Assessment • Fish and Fish habitat Existing Conditions and Impact Assessment Report • Fluvial Geomorphology • Groundwater Impact Assessment • Land Use and Property Impact Assessment • Noise and Vibration Impact Assessment • Preliminary Landscape Composition Plan

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						<p>indigenous-site-more-significant-than-95-percent-of-all-historic-archaeological-sites-in-canada?fbclid=IwAR2De8kMRJhEXMMMtis60B7BZdDeJgi0IS2KHrm238-Mp6YVOzHYgYR_F4</p> <p>In the past there have been well documented studies that investigated how to improve the roadways in our area. I'm an automotive engineer by trade and, to me, would think that it would be obvious that informed individuals that do this sort of work professionally should study all the available historical information so that there is a thorough understanding of the problem(s) to be solved. It seems that these studies and associated information is willfully being ignored by the current government and Ministry of Transportation. How can this be?</p> <p>As a concerned Canadian citizen, I am asking that the Federal Government of Canada take a closer look at this proposed project and seriously consider undertaking an up-to-date Environmental Assessment so as to examine all the options available and to make an informed, modern day 21st century, recommendation that respects the various laws that are in place regarding the Environment, Lake Simcoe, the Lake Simcoe watershed, and the Greenbelt. I understand that an assessment is to begin for the Highway 413 project – why not for the Bradford Bypass? There is an incredible and compelling amount of information to back-up everything I've written about and I would be happy to show you or your designate(s).</p> <p>A recent compelling article: https://thepointer.com/article/2022-01-21/gord-miller-ontario-s-former-environmental-commissioner-trudeau-must-do-what-ford-won-t-kill-the-bradford-bypass?fbclid=IwAR1JgwwTW46cx0fbwZXvku4mi3YwQe6BYTZ71ahgax2vey1p3yk180Yd86I</p> <p>I thank you in advance for your consideration.</p>	<ul style="list-style-type: none"> Snowdrift Assessment 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) Waste and Excess Materials Management Plan <p>More specifically, the Terrestrial Ecosystems Existing Conditions and Impact Assessment Report will be completed and will document potential impacts to the Holland Marsh, prescribe mitigation measures to alleviate potential impacts, and document future commitments. Where potential impacts to endangered or threatened species are identified, the ministry will work with regulatory agencies to meet the legislative requirements of the Ontario <i>Endangered Species Act</i> and the federal <i>Species at Risk Act</i>. These studies will allow the Project Team to identify principles and recommendations to mitigate impacts. An Environmental Conditions Report (ECR) and an Environmental Impact Assessment Report (EIAR) will document the final description of the freeway alignment and design, environmental impact evaluation results, mitigation measures, monitoring activities, and potentially required permits and approvals and will be made available to Indigenous communities, government agencies, and interested members of the public for review and comment.</p> <p>The ministry recognizes the importance of farmland and the Greenbelt's agricultural system for economic wellbeing, human health, and the quality of life of Ontarians. At the same time, we need to ensure that our transportation infrastructure keeps up with a growing population and helps build our economy. The Greenbelt Plan permits infrastructure, including highways, where it supports the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing connections among urban centres.</p> <p>The ministry will assess impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan. This assessment will also include recommendations on ways to avoid or mitigate adverse impacts. The Project Team will undertake drainage and hydrology engineering studies to satisfy relevant provincial and regulatory/legislative requirements. The ministry will continue to consult with Lake Simcoe Region Conservation Authority (LSRCA) as the study progresses. Additionally, as part of the Preliminary Design, the ministry is undertaking a hydrogeological assessment which includes completing a Water Well Survey to identify current water well users within a 500-metre radius around the project site.</p> <p>O. Reg. 697/21 that was introduced on October 7, 2021 by Ministry of Environment, Conservation and Parks allows the ministry to complete a</p>

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						<p>Kindest regards,</p> <p>[REDACTED]</p>	<p>streamlined planning and assessment process to move the Bradford Bypass project forward in an environmentally conscious way. The regulation allows for a bridge and associated roadworks at County Road 4 to proceed in advance of the rest of the project provided that MTO completes an early works assessment process. The ministry is still required to complete all environmental requirements such as carrying out consultations as set out in the regulation and obtaining permits and approvals for the project prior to the start of construction. The Draft Early Works Report for works completed at County Road 4 is currently available for public review until February 12 at the following link: URL https://www.bradfordbypass.ca/early-works/.</p> <p>Current work is underway to complete field investigations related to the Archaeological Assessment (Stages 2, 3, & 4, as required) under O. Reg 697/21 and legislative requirements under the <i>Ontario Heritage Act</i>. The ministry as a Crown Agency will continue to be subject to its constitutional obligations to consult with Indigenous communities that have established or credibly asserted Aboriginal or treaty rights that could be adversely impacted by the Project.</p> <p>The Impact Assessment Agency of Canada (IAAC) completed the review of project details to determine whether to designate the Bradford Bypass Project for a federal EA. On May 3, 2021, the Minister of Environment and Climate Change determined that the Bradford Bypass Project did not warrant designation under the federal <i>Impact Assessment Act</i>. The ministry is still required to follow all relevant provincial and federal legislative requirements, standards, and practices as they apply to the design, construction, and operation of the project to ensure continued environmental protection.</p> <p>Thank you for taking the time to bring your concerns about the Bradford Bypass to our attention.</p> <p>Yours truly,</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>c: Honourable Doug Ford, Premier of Ontario</p>
CT191 Cont.	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Property requirements	Thursday, January 27, 2022	Good morning,	Hello [REDACTED]

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						<p>As we continue to work away on the future development concept for 3610 & 3664 8th Line, we would appreciate it if you could provide an estimate of potential property requirements as part of the planned interchange at the Bradford Bypass.</p> <p>For reference, I have attached our comments from April 27, 2021. We are aware that you may still be considering the 4 options and may not yet have confirmation of the preferred alignment but we're hoping that that some preliminary property information could be provided at this time.</p> <p>We would appreciate hearing back from you.</p> <p>Thank you so much.</p> <p>[REDACTED]</p>	<p>Thank you for following up with the Project Team on the status of design for the Bradford Bypass Project, which involves completion of the Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>At this time a preferred alternative for the Highway 400 interchange has not been selected as the Project Team is currently in the process of evaluating alternatives. The Project Team is taking into consideration stakeholder comments and concerns when evaluating the preferred alternatives for the Bradford Bypass Project. Once selected, the preferred alternatives will be presented at Public Information Centre (PIC) #2 to be held the fall of 2022. Further details on the study and design will be documented in the draft Environmental Impact Assessment Report (EIAR), to be prepared in accordance with Ontario Regulation 697/21. In early Fall 2022, and in advance of PIC #2, the Project Team will connect with property owners along the corridor to offer an opportunity to discuss their property specific concerns.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Exiting Conditions Report (ECR), PIC #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience</p>
CT393	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Add to contact list	Friday, January 28, 2022	<p>I would be interested in receiving progress information updates regarding this project.</p> <p>Thank you,</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>As you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. 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.</p>

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							<p>Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT394	█	To: Project Team From: █	Email and phone call: █	Date of approval	Monday, January 31, 2022	<p>Phone call: "Hello, please call █ it's █. Thank you so much. I had a couple questions about the Bradford Bypass. It's January 31, 2:37PM. Thank you."</p> <p>Email: "Good day</p> <p>Hope you are able to give me a few important statistics.</p> <p>I would appreciate if you could tell me the <u>actual date</u> that the Bradford Bypass was approved to be built. Was it during a meeting in May or June 2022? I am aware Premier Ford made an announcement for the Bradford Bypass to be build which was published in the Newspapers on October 14, 2022 and also November 21, 2022 but my question is:</p> <p><u>What actual DATE did council or whoever made this decision with the Premier approve the go forward with the Bradford By Pass to be built?</u> I know it had to be before the announcement to the Public. Was it May 2022, June 2022 for example in a Council Meeting?</p> <p>Thank you so much and I appreciate this very much as I am composing a document for a factual storytime and I want to add this to it.</p> <p>Regards</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Ministry of Transportation (MTO) previously completed a route planning study for the Bradford Bypass and the Environmental Assessment (EA) and Recommended Plan was approved in 2002.</p> <p>In August 2019, MTO approved the re-initiation of design activities for the Bradford Bypass. In advance of the current Preliminary Design assignment, AECOM completed preparatory work relating to the engineering design updates for the project, and environmental existing conditions updates. Upon completion of the preparatory work, MTO initiated a Preliminary Design and Class Environmental Assessment Study for the Bradford Bypass in September 2020. The approved planning process initially followed was for a Group 'A' project under the MTO <i>Class Environmental Assessment for Provincial Transportation Facilities</i> (2000) (Class EA).</p> <p>On October 7, 2021, Ontario Regulation 697/21 came into effect with respect to the exemption for the Bradford Bypass Project under the Class <i>Environmental Assessment</i> process. The regulation sets conditions for the assessment process going forward and for continued environmental protection and consultations for the Bradford Bypass Project and associated Early Works.</p> <p>In accordance with the provisions of the Ontario Regulation 697/21, MTO has followed the Early Works Assessment process and intends to move ahead with the Early Works. The Early Works, as set out in the regulation are focused on a grade separated bridge crossing for the future Bradford Bypass at County Road 4 (Yonge Street). The Draft County Road 4 Early Works Report was available for review on the project website</p>

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						<div></div>	<p>(www.BradfordBypass.ca/early-works/) from January 13, 2022 until February 12, 2022. The County Road 4 Final Early Works Report is now available and the Early Works Statement of Completion has now been issued in accordance with Ontario Regulation 697/21, Section 13. It is anticipated that Early Works construction will start in 2022.</p> <p>The overall Bradford Bypass is now in the Preliminary Design phase and is anticipated to be completed in early 2023. Detail Design and Construction will follow.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the Existing 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. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

February 2022 - Consultation Record

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CT241 Cont.	████	To: Project Team From: ██████████	Email: ██████████	Student Presentation	Wednesday, February 2, 2022	<p>"Hello,</p> <p>Please consider the attached comparative analysis researched by caring informed grade 8 students in ██████████. Thank you: ██████████</p>	<p>Hello ██████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your students presentation.</p> <p>If you have requested to be added to the mailing list, we will include you on the Project Contact List and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions or concerns, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT337 Continued.	████	To: Project Team From: ██████████	Email: ██████████	MTO's Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (May 2020)	Wednesday, February 9, 2022	<p>"Hello and thank you for responding to my email. I look forward to learning more at the next public information session.</p> <p>I'm wondering if you could include a link to the MTO's <i>Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects</i> (May 2020) (Air Guide). Perhaps it is in the "air guide" but I'm still unclear if the guide ensures an examination of GHGs emissions from alternatives? For instance a "do nothing" or "increased transit" approaches."</p> <p>██████████</p>	<p>Hello ██████████</p> <p>Thank you for your comments on the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>MTO's Environmental Guide for Assessing and Mitigating the Air Quality Impacts, and Greenhouse Gas Emissions of Provincial Transportation Projects (May 2020) (Air Guide) was updated in 2019 as noted on the Environmental Registry of Ontario (ERO): https://ero.ontario.ca/notice/019-0131. The guide can be viewed through this link, which opens the PDF file directly from the register: https://prod-environmental-registry.s3.amazonaws.com/2020-07/AQGHG%20Guide%20(May%202020).pdf</p>

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							<p>In accordance with MTO's Air Guide, provincial transportation projects are required to estimate greenhouse gas (GHG) emissions for build and no-build scenarios of the preferred alternative for reference years and assess their implications for achieving any applicable GHG emission-reduction targets. For additional information, please refer to Section 3 of the Air Guide.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Exiting 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</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT395		To: Project Team From: [REDACTED]	Email: [REDACTED]	Impacts to agricultural land, endangered species, lake Simcoe, etc.	Thursday, February 10, 2022	<p>Hello,</p> <p>With the threats to prime agricultural land, endangered species and habitat, threats to future food security, the risks associated with how the Bypass construction, use, and future sprawl will affect Lake Simcoe, wetlands - specifically the Holland Marsh, the concerns of the indigenous peoples, and the lack of forethought regarding just transition from fossil fuels and towards a more sustainable and healthy future for all... why are you building this highway again?</p> <p>To make developers prosper? To relieve traffic?</p> <p>"Mr. Mayor, I can't think of any city on earth that has solved congestion by building more highways," said [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your comments on the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team acknowledges your concerns regarding potential impacts to agricultural land, the natural environment, Lake Simcoe, and wetlands. MTO is undertaking 15 environmental studies to 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. To view the full list of studies being conducted, please visit the Project website (https://www.bradfordbypass.ca/overview/)</p> <p>The results of these studies will be presented during the next Public Information Centre (PIC) #2 anticipated to be held</p>

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							<p>during the fall of 2022 and documented in a draft Environmental Conditions Report (ECR), and a draft Environmental Impact Assessment Report (EIAR), to be prepared in accordance with Ontario Regulation 697/21.</p> <p>MTO is engaging and consulting directly with Indigenous communities pursuant to s.35 of the Constitution Act 1982. Indigenous community representatives and community members are continually engaged and consulted through a variety of activities such as written communications, providing feedback on draft environmental and archaeological reports, individual meetings, and active participation in, and monitoring of archaeological investigations being undertaken. Indigenous community interests, feedback, concerns, and questions are being included as part of the Preliminary Design and will continue to be included as part of the future Detail Design study.</p> <p>MTO previously completed a Route Planning study for the Bradford Bypass and the Environmental Assessment (EA), and the Recommended Plan was approved in 2002. The planning process that resulted in the 2002 Approved EA for the Bradford Bypass evaluated alternatives from a broad range of potential solutions to the undertaking. The need for this freeway was confirmed during the Route Planning and EA Study as the only reasonable solution that would make a significant contribution towards addressing the problem, because Simcoe County is expected to experience rapid population growth over the next 10 years, with the Regional Municipality of York growing to 1.79 million by 2041. Municipalities within the Study Area of the Bradford Bypass have also generated Official and Transportation Master Plans based on the approved 2002 Environmental Assessment, in order to address traffic demand as a result of population and employment growth projections.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including filing of the ECR, PIC #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the</p>

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							<p>Project Contact List will receive direct notification through mail or email</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT396		To: Project Team From: [REDACTED]	Email: [REDACTED]	Minister CC	Thursday, February 10, 2022	<p>Dear [REDACTED]</p> <p>I am very disappointed in your decision to not call for an environmental review of the Bradford Pass. How can you square such a decision with your <u>mandate letter</u> that includes a direction to "provide funding to protect and restore" Lake Simcoe. In your letter to me you say this:</p> <p><i>Ontario Regulation 697/21 sets the exemption and the conditions for the assessment process going forward. The Agency understands that the Proponent will be required to undergo a streamlined provincial assessment process for the Project, informed by consultation with Indigenous communities and interested members of the public, that includes an early works assessment process and preparation of an environmental conditions report and an environmental impact assessment report. The Agency also understands that the Proponent will be required to follow all other relevant legislative requirements, standards, and practices for the Project.</i></p> <p>However, it is my understanding that "the Proponent" (presumably this is the Ontario government – it would be helpful if such terms could be defined for regular members of the public like myself) is making plans to get started on the work before the proper assessment processes have been done. This strikes me as 1). a big waste of money and 2). evidence that the Ford government is not taking this process seriously.</p>	<p>No response required.</p> <p>[REDACTED] response – February 11, 2022</p> <p>Hello,</p> <p>Thank you for your correspondence addressed to the Honourable Steven Guilbeault, Minister of Environment and Climate Change and/or the Impact Assessment Agency of Canada (the Agency) regarding the Bradford Bypass Project (the Project) proposed by the Ontario Ministry of Transportation (the Proponent).</p> <p>The Impact Assessment Act (IAA) and its regulations establish the legal framework for federal impact assessments. Federal impact assessment is a key element of a larger regulatory system for addressing project effects. It works in a complementary fashion alongside other regulatory processes at the federal, provincial, territorial, and municipal levels.</p> <p>In May 2021, the former Minister of Environment and Climate Change responded with reasons to a request to designate the Project and determined that it was unwarranted. His response was based on information provided by the province and Indigenous groups; the scientific advice of federal expert departments; and the federal, provincial, and municipal regulatory mechanisms in place to manage potential adverse environmental effects in areas of federal jurisdiction as defined in the IAA.</p> <p>Ontario Regulation 697/21 sets the exemption and the conditions for the assessment process going forward. The Agency understands that the Proponent will be required to undergo a streamlined provincial assessment process for the Project, informed by consultation with Indigenous communities and interested members of the public, that</p>

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						<p>The Federal government has a duty to act on behalf of the well being of all Canadians in times of existential crises such as the climate crisis. This was the reasoning that the supreme court gave for thankfully quashing the Ford government's objections to Federal intervention on carbon pricing. I think that the Ford government's highway plans fly in the face of the direction that Canada as a whole must go: we must reduce our dependency on car culture, seriously develop greater public forms of transportation and prevent further sprawl over much needed farm and wet lands. All the provinces must do this, or we will not achieve our emissions targets by 2030. Ensuring we meet this goal is a Federal responsibility.</p> <p>We are counting on you, Sincerely, [REDACTED]</p>	<p>includes an early works assessment process and preparation of an environmental conditions report and an environmental impact assessment report. The Agency also understands that the proponent will be required to follow all other relevant legislative requirements, standards, and practices for the Project.</p> <p>Since there have been no material changes to the Project, there is no basis for the Minister to revisit the former Minister's determination.</p> <p>The Agency encourages you to direct future correspondence to the team managing the provincial assessment process at projectteam@bradfordbypass.ca or info@bradfordbypass.ca. Should you wish to contact the Agency, you may do so via email at [REDACTED]</p> <p>Thank you, [REDACTED] [REDACTED] [REDACTED]</p>
CT397	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Environmental Concerns Moving highway North	Sunday, February 13, 2022	<p>Good evening,</p> <p>My apologies this is a little late, I had to prepare the .pdf file. I am a local resident living in front of the school currently being built at [REDACTED]. I believe the highway should be built further north to avoid destruction of the local forests and to avoid being the backyard of the current school being built. There are empty fields north of the currently proposed route for the highway. Please have a look at the claim for moving the highway slightly north to the empty fields and the picture evidence to showcase the empty fields.</p> <p>To avoid air pollution, light pollution and noise pollution, the highway should be deviated north around the forests so they can act as a natural buffer for the local residents. This way the highway can still be built but far enough away that the local residents aren't affected by the air, light and noise pollution.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your comments on the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges your concerns related to the Bradford Bypass.</p> <p>The planning process for the 2002 Approved Environmental Assessment (EA) narrowed down alternatives from a broad range of potential solutions to the concept, ultimately selected as the Technically Preferred Route to a Planning level of detail. As part of the current Preliminary Design study, alternate corridor locations for the highway are not being considered as the Technically Preferred Route for the Bradford Bypass was approved through 2002 EA. This alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning (Official and Transportation Master Plans, Places to Grow Act), as well as having fewer negative impacts on residential and natural areas when compared to other route options considered.</p>

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						<p>Thank you for your time. Best regards,</p> <p>██████████</p>	<p>The Preliminary Design phase will include refinements to the Technically Preferred Route within the Study Area based on various factors, including updated environmental and design studies to identify and evaluate potential impacts of the Project and recommend mitigation measures to reduce these impacts.</p> <p>MTO is undertaking 15 environmental studies to update and document existing conditions, identify, and evaluate potential impacts of the Project and recommended mitigation measures to reduce these impacts to meet current environmental legislative requirements. This includes but is not limited to, a Noise Impact Assessment, a Terrestrial Ecosystems Existing Conditions and Impact Assessment Report, and an Air Quality Impact Assessment.</p> <p>The Noise Impact Assessment will be undertaken in accordance with MTO's <i>Environmental Guide for Noise</i>. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barrier walls, where the proposed improvements to the Project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. Construction-specific noise mitigation will address the type of noise-generating equipment used, hours of operation and proximity to identified Noise Sensitive Areas. Timing constraints, setback distances and quieter alternatives will be evaluated in the selection of the construction noise mitigation plan.</p> <p>The Terrestrial Ecosystems Existing Conditions and Impact Assessment will look at existing conditions for plants, wildlife, and vegetation within the study area for the project. This will include investigations and project-specific impact assessments related to species at risk, and their associated habitat that may be impacted by the project. Where an impact is identified, strategies to avoid, minimize, mitigate or compensate for those impacts are developed in accordance with the provincial <i>Endangered Species Act</i> (ESA) and where applicable, the Federal <i>Species at Risk Act</i> (SARA). The Project Team will consult with the regulatory agencies with respect to the impact assessments and obtain the necessary approvals under the appropriate legislation.</p> <p>An Air Quality Impact assessment will be undertaken in accordance with the MTO's <i>Environmental Guide for Assessing</i></p>

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							<p>and Mitigating the Air Quality Impacts, and Greenhouse Gas Emissions of Provincial Transportation Projects (May 2020) (Air Guide). MTO will estimate greenhouse gas (GHG) emissions for build and no-build scenarios of the preferred alternative for reference years and assess their implications for achieving any applicable GHG emission-reduction targets. For additional information, please refer to Section 3 of the Air Guide.</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 a draft Environmental Impact Assessment Report (EIAR), to be prepared in accordance with Ontario Regulation 697/21, which will be available for public review periods.</p> <p>The Bradford Bypass highway lighting will be designed to meet current MTO criteria utilizing MTO approved LED luminaires. The MTO design criteria includes stringent standards regarding allowable light trespass or spill light levels beyond the MTO right-of-way. The levels allowed are based on commercial and residential land use categories with the least spill allowed for adjacent natural areas, parks, rural, agricultural, open spaces, and residential areas. The MTO approved modern LED luminaires that will be utilized, are designed with limited lighting and with shielding to direct the light toward the highway and away from adjacent properties outside the MTO right-of-way.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including filing of the ECR, PIC #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p>

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							If you have any additional questions, please reach out to the Project Team at your earliest convenience.
CT398		To: Project Team From: [REDACTED]	Email: [REDACTED]	Impact Assessment Act	Monday, February 14, 2022	<p>Hello [REDACTED]</p> <p>The [REDACTED] has received numerous correspondences from organizations and the public expressing concerns about the Bradford Bypass Project. These letters included multiple requests to the Minister of Environment and Climate Change, The Honourable Steven Guilbeault, to reconsider the former Minister's response in May 2021 that the Bradford Bypass Project does not warrant designation under the <i>Impact Assessment Act</i>.</p> <p>Please see Attachments 1, 2a, and 2b for the correspondences that were sent to the Agency and to the Minister. (Note that Attachment 2 exceeds size limits for emails, so the file has been split into 2a and 2b. A second email will follow with Attachment 2b.)</p> <p>On February 10, 2022, the Minister replied to the letters provided in Attachment 1; a sample reply is enclosed here as Attachment 3. The Agency also provided a similar reply to correspondence from members of the public, which is included in Attachment 4.</p> <p>There are a number of issues raised in these correspondences that the Agency would like to bring to your attention to consider as applicable during the provincial assessment process. To minimize correspondence directed to the Agency and to the Minister, we encourage you to add the contact information from these parties to your distribution list/contact database for Bradford Bypass Project.</p> <p>Thank you, [REDACTED]</p>	No response required as per [REDACTED] email on April 5, 2022. MTO director responded with a letter.
CT335 Cont.		To: Project Team From: [REDACTED]	Email: [REDACTED]	Heritage home	Tuesday, February 15, 2022	<p>Thank you for replying to our email about our Built Heritage Resource house.</p> <p>We were devastated to see in the Preliminary/draft map for the Leslie Street interchange, that you have inserted a semi-</p>	*Refer to response sent out in April 2022 CRF

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						<p>circular road right through the south part of our property, taking out our 1600 square foot workshop and barring access to our house, as the new R.O.W. and red line cover our driveway and leave us about 10 feet to our front door.</p> <p>Can you please get someone out to see the actual property and come up with a better solution for all concerned.</p> <p>Thank you for your time.</p> <p>[REDACTED]</p>	
CT399	[REDACTED]	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]		Friday, February 18, 2022	<p>Mr [REDACTED]</p> <p>I appreciate you responding but I was a bit confounded by the lack of information. I am none the wiser as to why this project should be exempted from an updated Environmental assessment. I have asked several members of council for current traffic studies showing the actual time savings to no avail. Instead I'm told about future studies. I believe that is putting the cart before the horse.</p> <p>We can that it is fine to have differences of opinion but I would think it is incumbent on representatives to explain their decision making process and whether it is based on science or just an opinion.</p> <p>I had previously read through much of the website you sent me and again the actual studies cited are 20 plus years old, and refer to Bradford having a population of 18,000. It states one of the selling points of the bypass location is the lack of houses nearby....20 some years later that is not the case as the bypass will be directly behind the subdivision on the 8th line.</p> <p>Perhaps I wasn't clear in my email. I want to know how council members came to the conclusion to support the bypass. What studies made you believe this is the best solution? Consequently, I have set out my questions below that I would answered.</p>	<p>Good afternoon [REDACTED]</p> <p>Please see attached the responses to the remaining questions. Please let us know if you have any questions or concerns.</p> <p>Regards,</p> <p>1.A Traffic Study is currently being revised for the Technically Preferred Route, as identified in the 2002 Approved Environmental Assessment (EA), and Preliminary Design alternatives.</p> <p>2.The Ministry is undertaking the streamlined assessment process, which is set out in Ontario Regulation 697/21 and came into force on October 7, 2021. Ontario Regulation 697/21 prescribes a project-specific assessment of environmental impacts, including consultation requirements that are being carried out as part of this study. The regulation sets out a streamlined process with a goal of maintaining strong environmental oversight for the planning, assessment, documentation, and consultation objectives necessary to advance the project to implementation and continue environmental protection. This will reduce timeline delays for building important infrastructure for Ontario communities, while maintaining environmental considerations and opportunities for public and Indigenous engagement, delivering critical roadway infrastructure that matters most to Ontario communities and facilitating the movement of people</p>

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						<p>1. When was the most recent traffic study done and what were the results of the study in terms of time saving etc. both on the bypass and the roads it will spill it's traffic onto.</p> <p>2. Why was the bypass exempted from an updated Environmental assessment?</p> <p>3. Will the future studies end up being the equivalent of having done an up to date environmental assessment. (Several environmental and communities are calling for an updated EA, and it seems contradictory to exempt it from an EA and then perform those studies anyway, particularly if it would prove the route to be the best one...not to mention a public relations disaster).</p> <p>4. What are the ramifications for those north of Bradford? Are there traffic studies showing the traffic flow on Highway 11 north of the proposed exit? (I live off of the ninth line, and currently highway 11 is largely inaccessible from the 9th line during rush hour, so selfishly, I am interested studies that show how this will impact that intersection and those further north)</p> <p>5. How many endangered species were considered in the previous environmental assessment? How many endangered species are there today in the same area? Does the old environmental assessment have a procedure to accommodate with any new endangered species?</p> <p>6. How does the bypass fit into the Bradford West Gwillimbury environmental action plan to comply with emissions.</p> <p>7. Do you know of farmland that has been taken out of farming due to a lack of transportation accessibility, or is that something that concerns you about the future?</p> <p>8. How does the environmental assessment that</p>	<p>across the province. Please refer to information on the Project Website, which describes the process. As well, please see the decision notice on the Environmental Registry of Ontario (https://ero.ontario.ca/notice/019-1883) for more information.</p> <p>3. There are similarities between the MTO Class EA process and those being carried out under Ontario Regulation 697/21. Under the Regulation, the Ministry will carry forward the environmental commitments from the 2002 Approved EA for the Technically Preferred Route. The regulation, in general, incorporates all but Condition 4 of the 2002 EA Notice of Approval, which had directed MTO to follow the Class Environmental Assessment for Provincial Transportation Facilities (MTO Class EA) for the design and construction of the project. As part of the study documentation under the Regulation and requirements to satisfy environmental legislation and secure necessary permits, licenses, approvals and authorizations for the project, environmental impacts studies are being undertaken and mitigations measures are being developed. These studies are listed on the bottom of the Overview page of the Project Website. Under the MTO Class EA, these studies would have been presented in the Transportation Environmental Study Report (TESR). Under the Regulation, results and information will be presented in the Environmental Conditions Report (ECR) and the Environmental Impact Assessment Report (EIAR).</p> <p>4. The Highway 11 and 9th Line intersection and traffic patterns will be influenced by the County of Simcoe Widening on County Road 4. In general, the future traffic patterns and flow are being assessed to compare the future condition with and without the highway.</p> <p>Information in the graphic presented as part of PIC 1 (https://www.bradfordbypass.ca/2021/04/09/5-considerations-for-the-bradford-bypass-project/) shows initial changes to traffic patterns in 2041. There is anticipated to be an increase in local traffic on County Road 4 where there is a proposed interchange with the Bradford Bypass. As the Project Team evaluates interchange alternatives, the results of traffic modelling will be updated and presented.</p>


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						<p>is being done for the downtown revitalization project compare to one that would be done for the bypass in terms of complexity and possible impacts?</p> <p>9. Will there be in person opportunities for public discussion on the bypass. I understand covid has hampered that ability but some might also perceive it as a way for the powers that be to squeeze this in without proper oversight by the public. That is a pretty basic fundamental rite that I'm confident we can agree on.</p> <p>10. If the Conservative party is not elected will the taxpayer be on the hook for the cost of breaking/delaying contracts signed pertaining to the bypass?</p> <p>I trust council has already looked into the above issues and hope it is not too onerous a task for you to get me the responses.</p> <p>Thanks for your time and have a good week. I look forward to reading through the results so I can make an informed decision.</p> <p>[REDACTED]</p> <p>Sent from my iPad</p> <p>On Feb 2, 2022, at 8:49 AM, [REDACTED] wrote:</p> <p>[REDACTED]</p> <p>Thank you for your email, like I mentioned I appreciate everyone's opinion on the Bradford Bypass. I do believe that you can find some of your concerns on the Bradfordbypass.ca Government website. From what I have been told the Province is doing 15 studies which includes updating the EA. The quick answer is we are not all going to support the Bypass. That is why we appreciate your input as it helps us make sure that everyone is held to a higher standard. That the government will follow through with the needed studies to insure this Bypass is built in an</p>	<p>5.As documented in the 2002 Approved EA, no species at risk listed by the Committee on the Status of Endangered Wildlife of Canada (COSEWIC) were identified within the Technically Preferred Route.</p> <p>The Ministry recognizes that the sensitivity of species and/or their habitat is continually assessed and updated overtime. As part of the preparatory work prior to the Preliminary Design study, an update of sixteen (16) species at risk (SAR) are being considered as part of the Preliminary Design study. The Terrestrial Ecosystems Existing Conditions Report can be viewed on the Project Website (https://www.bradfordbypass.ca/overview/).</p> <p>Where SAR are identified through field investigations to be present or considered to occur within the limits of work based on the presence of suitable habitat, they will be assessed as part of the study. This is continually re-evaluated and updated should the status or listing of a species change. Commitments related to species at risk from the 2002 Approved EA will be carried forward and factored into impact assessment and compliance with the current environmental legislation and requirements for the individual species and their regulated habitat for the project. The Ministry will continue to consult with the MECP for provincially regulated species at risk, Fisheries and Oceans Canada (DFO) for federally listed fish species, and Environment Canada for federally listed terrestrial species. Requirements under the Migratory Bird Convention Act (MBCA) are applied to SAR and non-SAR bird species that may be potentially impacted by the project. Under the provincial <i>Endangered Species Act</i> (ESA), an information gathering form (IGF), will be prepared and filed with MECP for species protected under the ESA. The ministry will continue to work with MECP to obtain permits under the <i>Ontario Endangered Species Act</i>, which may include mitigation and / or monitoring conditions, and consultation requirements, where necessary. A request for review (RFR) will be filed with DFO in accordance with the process for regulatory compliance under the Fisheries Act, which also covers species protected under the Species at Risk Act (SARA).</p> <p>6.Municipality response – [REDACTED] addressing this one Per February 18, 2022 email:</p>

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						<p>Environmentally sensitive way, taking into account everyone's concerns.</p> <p>Again thank you for your concerns about this Bypass and keep informed from the Provincial website and follow all the opportunities to join the public meetings to voice your concerns. As it is right now I do support the building of this Bypass and I will continue to keep myself up to date as possible.</p> <p>Thank you for your concerns. Enjoy your day and stay safe.</p> <p>[REDACTED]</p>	<p>7. Under the 2002 Approved EA and as a requirement under the Greenbelt Plan (2017), an Agricultural Impact Assessment (AIA) is being undertaken in consultation with the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA), and with reference to their Draft Agricultural Impact Assessment (AIA) Guidance Document (March 2018). As part of the completion of the agricultural assessment, the AIA will be shared with OMAFRA to review and provide feedback. An updated review of official land use policies and master planning by local municipalities as they relate to the Bradford Bypass project is also being completed. The traffic study as outlined in other responses will assess the future conditions for traffic as they relate to the project. These studies do not specifically look at traffic and transportation by a subset of users, beyond what may be presented in municipal or regional transportation master planning studies. As part of the work being completed by the Ministry, consultation and feedback by individual property owners for access to/from properties is factored into the design, which includes farm properties. Accessibility and vehicle usage by farming operations is received by local farmers and community representatives. This included feedback from agricultural representatives during the Environment, Community and Agriculture committee meeting (December 8, 2021), which continues to be considered through refinement of the Preliminary Design and assessment of impacts to agricultural lands within the study area.</p> <p>8. Municipality response – [REDACTED] BWG addressing this one Per February 18, 2022 email.</p> <p>9. As a result of the public health measures linked to COVID-19 that restricted large in-person gatherings, the Project Team held consultation events (e.g., meetings with technical stakeholders, PIC # 1) virtually by leveraging various platforms (i.e., Microsoft Teams/Skype/the Project Website). Virtual consultation events have proven to be as engaging and effective as in-person consultation events. These events often include extended opportunities to view materials online, comment periods to provide feedback to the Project Team and opportunities to request one-on-one meetings with the Project Team. They provide flexibility for those wishing to attend who may have conflicts or restrictions that limit their ability to attend an event in person (e.g., childcare needs,</p>

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							<p>work requirements, transportation). Within the virtual platform there is an opportunity to address accessibility needs as they arise. Where practical, and in keeping with public health restrictions related to COVID-19, the Ministry will adjust PIC #2 to an in-person platform if this is suitable at the time of the event. Information for PIC #2 and the type of PIC will be outlined in advanced notifications.</p> <p>The Ministry considers consultation to be an integral and key component of the study process. The Project Team continues to strive to provide consultation opportunities that are inclusive, timely, meaningful and provide stakeholders with the ability to provide meaningful input to the outcome of the study. We encourage ongoing engagement and consultation through the Project Website (www.bradfordbypass.ca); direct communication with the Project Team by phone (1-877-247-6036) or email ProjectTeam@bradfordbypass.ca.</p> <p>Individual and group meetings will continue to be held for the various Indigenous Communities, property owners within the corridor, committee meetings and focused regulatory agency and municipal meetings. Public engagement opportunities through public information sessions, and document review opportunities will continue at key milestones for the project.</p> <p>10. The Ministry is proceeding with the Preliminary Design study, which is planned to be completed by early 2023. Project-related decisions resulting from a change in government are not known at this time.</p>
CT399 Cont.		To: Project Team From: [Redacted]	Email: [Redacted]	Acknowledgment of receipt.	Tuesday, April 5, 2022	thank you – much appreciated	No further action required.
CT400		To: Project Team From: [Redacted]	Email: [Redacted]	New stakeholder comment form	Friday, February 25, 2022	1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. --- Yes	Hello [Redacted] Thank you for your comments on the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges your concerns regarding wetlands, farmlands, and open spaces.

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						<p>--- Name --- [REDACTED]</p> <p>--- Title --- President</p> <p>--- Department/ Organization --- [REDACTED]</p> <p>--- Email --- [REDACTED]</p> <p>--- Phone Number --- [REDACTED]</p> <p>--- Mailing Address --- [REDACTED]</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>Our concern is with the wetlands, farmlands and open spaces that would be impacted by this highway. We continue to wonder if this is a necessary road at this time.</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for</p>	<p>Simcoe County is expected to experience rapid population growth over the next 10 years, with the Regional Municipality of York growing to 1.79 million by 2041. Building the proposed Bradford Bypass is necessary to relieve existing congestion on local east-west local roads and to address the expected long-term travel demand in the area.</p> <p>MTO is undertaking 15 environmental studies to 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. These studies include but are not limited to:</p> <ul style="list-style-type: none"> • Agricultural Impact Assessment • Terrestrial Ecosystems Existing Conditions and Impact Assessment Report • Fish and Fish Habitat Existing Conditions and Impact Assessment Report <p>To view the full list of studies being conducted, please visit the Project website (https://www.bradfordbypass.ca/overview/).</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 documents in a draft Environmental Conditions Report (ECR), and a draft Environmental Impact Assessment Report (EIAR), to be prepared in accordance with Ontario Regulation 697/21.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the ECR, PIC #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p>

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						<p>navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No</p>	If you have any additional questions, please reach out to the Project Team at your earliest convenience.
CT392 Cont.		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]		<p>Saturday, February 26, 2022</p>	<p>Hello Project Team,</p> <p>I was reviewing information on this page on your website:</p> <p>https://www.bradfordbypass.ca/2021/04/09/5-considerations-for-the-bradford-bypass-project/?fbclid=IwAR3EUlBaxM-U2sK4wmfLmpLO_2ri-50rEIr96B1XSP788CFkUFR2gQZs</p> <p>I'm trying to understand the information that is being presented on your website. Being an engineer, I have an inquisitive mind and like to see data. To date, I have asked numerous people for recent background information on the subject project. Very few took the time to reply. Some wrote back with constructive feedback but most offered only "form letters" as a response with basically the same talking points echoed over and over. I don't find this very useful.</p> <p>I have some questions that I hope you can answer:</p> <ol style="list-style-type: none"> Where are the maps for 2020? And the associated data? Who or what entity undertook the studies? The 2041 maps are estimations. What criteria was used to generate these? <ol style="list-style-type: none"> I would like to see the data that was used to generate these maps. Where can I find it? Or who would I ask? Can you describe in detail what the red/yellow/green colours designate? <ol style="list-style-type: none"> I assume RED means stopped. Does it? What time of day and for how long? 	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <ol style="list-style-type: none"> The traffic capacity graphics in the referenced link show the With and Without Bradford scenarios, which are used to illustrate and evaluate the impact of the Bradford Bypass on traffic distribution and capacity conditions in 2041. While 2020 conditions were evaluated in the traffic study, the graphics were not created for the 2020 volumes and capacities but for 2041 to showcase the traffic benefits of the Bradford Bypass. The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake the Preliminary Design and project-specific assessment of environmental impacts for the proposed Highway 400-404 Link (Bradford Bypass), including the traffic modelling and analysis. MTO's Greater Golden Horseshoe (GGH) traffic model was used to develop traffic projections and display volume to capacity ratios for the study area network based on planned road and transit improvements by 2041. The data and findings from the Traffic Study will be presented in the Environmental Conditions Report (ECR), and the Environmental Impact Assessment Report (EIAR). The coloring compares traffic volume against roadway capacity at AM Peak travel times (ex. morning commute). Each colour indicates the following: <ul style="list-style-type: none"> Green- volume of vehicles is under capacity; Yellow- volume of vehicles is under capacity, but approaching the roadway limit; Orange- volume of vehicles is at capacity; Red- volume of vehicles is over capacity <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone</p>

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						<p>b. Similar questions for the GREEN and YELLOW.</p> <p>I thank you in advance and look forward to your reply.</p> <p>Regards,</p> <p></p>	<p>events including filing of the ECR, Public Information Centre (PIC) #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>

March 2022 - Consultation Record

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT401	█	To: Project Team From: █	Email: █	Second ECA committee meeting	Wednesday, March 2, 2022	Good afternoon, Thank you for this information. Do you know when the second meeting will take place? I want to ensure that there is proper input from our Chamber. Warm Regards, █	Hello █ Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The first Environment, Community, and Agriculture (ECA) Committee meeting was hosted on December 8, 2021. The second ECA meeting is scheduled to take place in Fall 2022. Leading up to the second meeting, we will connect with attendees to identify a "save the date". We have added you to the Project Contact List as a primary contact for King Chamber of Commerce and you will be invited to the next ECA meeting by email. As you are on the Project Contact List you will also be notified through email of future milestone events including 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. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Sincerely, █ called █ on March 15, 2022. █ is concerned about access and need. <ul style="list-style-type: none"> Constraints include dog on the property and an invisible fence wire underground that they don't want impacted.
CT402	█	To: Project Team From: █	Phone: 705-770-1291	PTE	Monday, March 14, 2022	Oh hi there I received a letter today at our home in Bradford regarding the Bradford Bypass and I just had a few questions about the permission to enter requirements. My name is █ If you could call me back at █ Thank you.	

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							<ul style="list-style-type: none"> • Neighbours are elderly so it was advised that there may be concerns about PTE and therefore the Project Team should be careful about the use of Ministerial Orders. It was mentioned that PTE was being requested from the three properties to the west and therefore this property is being considered for contingency <p>█████ stated that they can share this information on the form when it is returned. █████ advised that work/access to this property is not anticipated to be intrusive and should focus on contextual work for the project focused footprint.</p> <p>█████ also spoke with █████</p> <ul style="list-style-type: none"> • █████ shared a little more detail with him about the fact that the Project Team is doing detailed technical studies. • █████ directed him to the project website and went through the overview page technical reports there and highlighted key information elsewhere on the site; and highlighted that we have been actively meeting with LSRCA, municipalities and other agencies as well. • █████ encouraged him to point people in the direction of the website and have people engage with the team (█████ mentioned to both he and his wife that the Project Team receives a large volume of comments and that we do respond to every comment, with some taking more time than others, so people should be patient). • █████ noted that there will be a lot of information shared with the public <p>█████ asked about noise and noise barrier walls.</p> <ul style="list-style-type: none"> • Consider aesthetics when mitigating noise • Keep things quiet, but keep them pretty <ul style="list-style-type: none"> ○ Use vegetated berms wherever possible instead of concrete walls (referenced walls on QEW). No one wants to look at a wall. ○ █████ noted that considerations for noise mitigation is based on the best

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							<p>method to attenuate (reduce) noise, factoring in the space available where this mitigation is required.</p> <ul style="list-style-type: none"> For the highway in general Keep things growing and healthy as he (and those he speaks to) are concerned about impacts to sensitive natural features and waterways (██████ noted the studies and updating of work to assess impacts and develop mitigation measures to meet current standards and environmental legislation). Keep waterways free of debris and contamination <ul style="list-style-type: none"> He hopes the ministry uses high tech filtering of runoff to protect waterways
CT380 Cont.	██████	<p>To: Project Team</p> <p>From: ██████</p>	Email: ██████	Road salt	Monday, March 14, 2022	<p>Project Team,</p> <p>Please add to your list road run-off management. Road drainage cannot go into the Marsh, river or any natural area. This would be pollution going into habitat.</p> <p>Just because engineers can design this out-of-place infrastructure does not mean that they should.</p> <p>Go back to the drawing board and find a creative solution that does no harm to the environment. I ask for no development, highway infrastructure, or sprawl in the Holland Marsh and Holland River.</p> <p>Thank you,</p> <p>██████</p>	<p>Hello ██████</p> <p>Thank you for your comment on the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Preliminary Design for the Bradford Bypass will include a wide range of environmental studies in accordance with O. Reg 697/21 and current legislative requirements. This includes, but is not limited to, a Drainage and Hydrology Assessment, a Fish and Fish Habitat Assessment and Terrestrial Ecosystems Assessment. Additionally, a Stormwater Management Plan will be prepared in accordance with O. Reg 697/21 Section 22.</p> <p>The Drainage and Hydrology Assessment for the Preliminary Design of the Preferred Route is being undertaken according to MTO's <i>Environmental Reference for Highway Design</i> (ERHD, 2013) and will include development of a Drainage Report to summarize stormwater management components, hydrologic/hydraulic assessments, proposed mitigation measures and Preliminary Design recommendations for potential stormwater management facilities (e.g., stormwater management ponds). The Project Team is meeting with Lake Simcoe Region Conservation Authority (LSCRA) and Nottawasaga Valley Conservation</p>

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							<p>Authority (NVCA) throughout the study to maintain alignment with currently policies and practices for the watershed.</p> <p>Fish and Fish Habitat and Terrestrial Ecosystems assessments are also being prepared alongside the Drainage and Hydrology Assessment. These studies will identify the potential project-specific impacts of the Project in regard to Environmental Conditions and identify mitigation measures to avoid or minimize these potential impacts. The Project is subject to environmental legislative and permitting requirements. In compliance with these Federal and Provincial requirements, MTO consults with regulatory agencies such as Fisheries and Oceans Canada (DFO), Ministry of the Environment, Conservation and Parks (MECP), Ministry of Northern Development, Mines and Natural Resources and Forestry (MNDMNRF) and consults with the Conservation Authorities as a key stakeholder for the environment.</p> <p>The results of these studies will be documented in the Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR) in accordance with Ontario Regulation 697/21. The draft Stormwater Management Plan will be made available to the MNDMNRF, LSRCA, DFO and MECP for review and comment in accordance with Ontario Regulation 697/21.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the ECR, Public Information Centre (PIC) #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website, and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email</p>

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							<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT403		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Phone: [REDACTED]	Alignment of BBP	Thursday, March 17, 2022	<p>"My name is [REDACTED] my phone number is [REDACTED]. Please call me back regarding replacing your Bypass through the area it's currently expected to go through. Have a nice day, bye."</p>	<p>[REDACTED] called [REDACTED] on April 12, 2022. [REDACTED] confirmed he was on the line.</p> <p>[REDACTED] asked him to clarify what he meant on his phone call on March 17, regarding replacing the Bypass through the area it's currently expected to go through.</p> <p>[REDACTED] he meant creating an interchange at 13th Line because there's a lot of open space.</p> <p>[REDACTED] informed [REDACTED] that the preliminary design phase includes refinements to the Technically Preferred Route, and alternative corridor locations are not being considered as the Technically Preferred Route for the Bradford Bypass was approved through 2002 EA.</p> <p>[REDACTED] said he understands, and asked when construction will begin.</p> <p>[REDACTED] stated the overall project is currently in the preliminary design phase which is expected to be completed Early 2023. Detail Design and construction will follow, but she can not give a timeline because those are subject to funding and approvals. [REDACTED] mentioned MTO is advancing the Early Works, as set out in the regulation, which is focused on a grade separated bridge crossing for the future Bradford Bypass at County Road 4 (Yonge Street). She informed [REDACTED] the County Road 4 Final Early Works Report is now available on the Project website, and the Early Works Statement of Completion was issued on March 21, 2022. It is anticipated that Early Works construction will start in 2022.</p> <p>[REDACTED] thanked [REDACTED] for providing the information.</p>

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							<p>████████ informed ██████ if he had any further questions or concerns, he's more than welcome to contact the Project Team again.</p> <p>████████ closed comment.</p>
CT404	██████	<p>To: Project Team</p> <p>From: ██████</p>	Phone: ██████	PTE	Friday, March 18, 2022	<p>"My name is ██████ I'm calling because you sent me a letter requesting permission to enter my land. The company is ████████████████████. However you didn't send a form that I have to sign you sent me a sample form but I need assistance in filling it out for you. Can someone please call me back ██████ The PIN number is ██████ Thank you.</p>	<p>████████ called ██████ on Friday, March 18, 2022.</p> <p>████████ confirmed he was on the line, and stated he needed assistance with filling in the PTE form.</p> <p>████████ went through each section of the form with ██████ and informed him what information would need to be provided.</p> <p>████████ thanked ██████ and asked her how he could send this form back to the Project Team. He asked if he would have to mail it back or email it to the Project Team.</p> <p>████████ informed ██████ he could email it to the Project Team email and provided the Project email to him.</p> <p>████████ asked ██████ if he had further questions or concerns.</p> <p>████████ said no, and he will be emailing the form shortly.</p> <p>████████ thanked ██████ and closed comment.</p>
CT405	██████	<p>To: Project Team</p> <p>From: ██████</p>	Email: ██████	Date of completion	Saturday, March 19, 2022	<p>Good day,</p> <p>Do you have an estimated date of completion? Look forward to hearing from you.</p> <p>Thank you</p> <p>Sent from my iPhone</p>	<p>Hello ██████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Preliminary Design for the overall Bradford Bypass project is anticipated to be completed in early 2023. Detail Design and Construction will follow.</p>

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							<p>MTO is advancing the Early Works, as set out in the regulation, which is focused on a grade separated bridge crossing for the future Bradford Bypass at County Road 4 (Yonge Street). The Final Early Works Report is now available on the Project website, and the Early Works Statement of Completion was issued on March 21, 2022. It is anticipated that Early Works construction will start in 2022.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT405 Conti	█	To: Project Team From: █	Email: █	Date of completion	Thursday, March 24, 2022	<p>Good day, I have looked through these documents and can't find the answers I'm looking for. All I'm asking is an estimated guess on the completion of the bypass. (Month/Year)</p> <p>Thank you █</p>	*See CT405 above. Same individual and same comment.
CT406	█	To: Project Team	Email: █	PTE	Saturday, March 19, 2022	Hello	Hello █

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		From: [REDACTED]				Please find attached-note we do not consent to the physical fieldwork. Also you sent another envelope but we don't know who those people are. Would you like us to dispose of it or do you want to pay for return postage?	<p>Thank you for providing a signed copy of your Permission to Enter (PTE) form. We have made note that you only consent to non-intrusive fieldwork, which consists of field staff documenting observations, taking photos, and mapping Environmental Conditions.</p> <p>You can dispose of the additional package you received.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>Hello [REDACTED]</p>
CT407	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Mortgage transaction for [REDACTED]	Monday, March 21, 2022	<p>Good Afternoon,</p> <p>We are the lawyers for a Lender in connection with a proposed mortgage transaction which is being secured against lands municipally known as [REDACTED]. Our search of title to the property has revealed that title to the property is subject to an Order-In-Council registered as instrument number [REDACTED] to designate a portion of the proposed highway as controlled -access highway referred to as the "Bradford bypass". I have attached a copy of the registered document for your ease of reference. You will note that from the Plan attached to the Order we are unable to determine where the subject lands are and how they are affected by the Order. The whole of the subject PIN is included in the Land Title Schedule attached to the registered Order.</p> <p>Can you please clarify what portion of the subject lands is subject to the proposed bypass? How does the Order affect the subject lands? Is there a highway planned? Do you have any information relating to the subject property and the planned highway? Can you please confirm whether any proposed highway may affect the subject lands?</p> <p>We are looking for clarification on how the registered Order in Council may affect the subject lands and accordingly your assistance with this matter would be greatly appreciated. If this email should be redirected to someone else who may be</p>	<p>Thank you for reaching out to the project team for the Bradford Bypass Preliminary Design study. We have reviewed your request for information and provide the following information in response to your questions.</p> <ol style="list-style-type: none"> How does the Order affect the subject lands? (re: Order in Council by Minister of Transportation - [REDACTED] included with the original request for reference) <ol style="list-style-type: none"> The Order-In-Council registered as instrument number [REDACTED] will require any development applications proposed for the subject lands to be reviewed by the MTO. Is there a highway planned? (re: current status of the project) <ol style="list-style-type: none"> The Highway 400 – Highway 404 Link (Bradford Bypass) is currently in the Preliminary Design phase of the project which was initiated in 2020 and is being completed in accordance with Ontario Regulation 697/21. Preliminary Design is expected to be completed in early 2023. Detail Design and Construction Phases will follow. The Early Works for the project, which includes a grade separated structure on County Road 4 in Bradford West Gwillimbury, has been advanced and construction of those elements are anticipated to start in 2022. The subject

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						<p>able to assist us I would appreciate if you could kindly provide me with their contact information.</p> <p>This transaction is scheduled to be completed in the next 10 days and accordingly your immediate attention and reply would be greatly appreciated.</p> <p>[REDACTED]</p>	<p>property does not fall within the limits of the Early Works.</p> <p>b) In 2019, the Ministry initiated preparatory work to advance the Highway 400 – Highway 404 Link (Bradford Bypass) prior to Preliminary Design, which included communications with property owners that fall within the Technically Preferred Route. The property [REDACTED] is located within the Technically Preferred Route for the Bradford Bypass. In 2020, the Ministry initiated Preliminary Design for the Bradford Bypass and provided public notification of the study commencement in September 2020. Information regarding the project is available on the project website: https://www.bradfordbypass.ca/</p> <ol style="list-style-type: none"> i. The website provides a key map that shows a conceptual location of the Technically Preferred Route and interchange locations. ii. The Overview page shares study information and history for the project, including the 2002 Approved Environmental Assessment (EA) and initial study reports that were completed during the 2019 preparatory work. iii. The schedule page provides details on key dates and milestones for the project iv. Preliminary Design studies are currently underway. Information resulting from the design and studies will be presented at key milestones for the Preliminary Design in 2022 to early 2023. <p>3. Do you have information relating to the subject property, confirm whether the proposed highway may affect the subject lands/property?</p> <ol style="list-style-type: none"> a) A portion of the subject property is located within the 2002 Approved EA Technically

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							<p>Preferred Route. This is shown in the route planning study report, which is available on the project website here: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf. Please refer to Exhibit 5-2, Plate 8 (PDF page 206) for the specific location of this property.</p> <p>b) Public Information Centre #1 (April 2021) information and Preliminary Design alternatives can be found here: https://www.bradfordbypass.ca/pic1/#1); the following link shows the proposed highway design being considered in relation to the subject property: https://www.bradfordbypass.ca/wp-content/uploads/2021/04/PIC-Exhibit_Bradford-Bypass-End-to-End-02_Optimized.pdf</p> <p>c) As this property is partially located within the limits of the alignment alternatives being considered for the Holland River East Branch Crossing, the following mapping shows proposed alternatives to the alignment that may affect the subject property. https://www.bradfordbypass.ca/2021/04/09/9-bradford-bypass-mainline-refinement-holland-river-east-branch-crossing/</p> <p>d) The extent and nature of potential impacts to the property have not yet been confirmed at this time. Once the evaluation of Preliminary Design alternatives has been completed, and a preferred alignment has been selected, property impact reports will be prepared. The project team will communicate with affected property owners prior to the presentation of the preferred Preliminary Design in the fall of 2022.</p> <p>e) Where a property is directly impacted by the proposed highway, the Ministry will work with property owners to negotiate in good faith as early as possible to reach amicable agreements for the acquisition of any properties needed to support important infrastructure undertakings like the Bradford Bypass. Expropriation is only</p>

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							<p>used when agreements cannot be reached within a suitable timeframe for the project.</p> <p>We hope that this information is helpful to you. If you would like to receive project information throughout the study, please let us know and we can add you to the contact list. You will receive project notifications and updates at key milestones for the project and can opt out of receiving these communications at any time. The project website is updated throughout the study and will continue to be a valuable resource to see updates to the project.</p>
CT408		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Phone: [REDACTED]	Farming	Monday, March 21, 2022	<p>"Yes this call is for [REDACTED] My name is [REDACTED] I farm the property at [REDACTED] Just looking for direction on crop practices for this year. If you're going to proceed or just a bit of a low down. Okay thank you.</p> <ul style="list-style-type: none"> • Message forwarded to [REDACTED] by [REDACTED] on March 25, 2022. <p><u>Message to Project Team</u></p> <p>Hi [REDACTED]</p> <p>Thanks. I gave him a call back. He is referring to the property east of [REDACTED] He doesn't farm all the way over to [REDACTED] someone else farms that lot further to the [REDACTED] (as you are probably aware from all the archaeology access negotiations.)</p> <p>Is Archaeology completed on this entire lot other than the Stage 4?</p> <p>I will have to check with Property. I believe we will own this property as of mid-May. In the past we have leased land but I think I recall hearing (probably from the Land Management Section of MTO Property), that we don't do this any more. I will look into this further.</p>	<p>Regards,</p> <p>No further action required. Correspondence forwarded to MTO.</p>

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						Regards, [REDACTED]	
CT409	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Support of BBP	Monday, March 21, 2022	I live in the area and think this Bypass is a GREAT idea. [REDACTED]	Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your support for the Bradford Bypass. As you are already on the mailing list, you will continue to be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Sincerely,
CT410	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Change of contact	Monday, March 21, 2022	Thank you. I have already redirected this Notice, but all future ones from you or your clients, can go to: [REDACTED] This ensures they are addressed by the right subject matter experts at IO. [REDACTED]	Hello [REDACTED] We have added [REDACTED] to the project mailing list and will send all notices to this email moving forward. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Sincerely,
CT411	[REDACTED]	To: Project Team	Email: [REDACTED]	Remove from contact list	Monday, March 21, 2022	Can you please remove [REDACTED] from your mailing list. She no longer works for us.	Hello [REDACTED] We have removed [REDACTED] from our mailing list.

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		From: [REDACTED]				Thank you, [REDACTED]	If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Sincerely,
CT412	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Resend OGN and letter	Monday, March 21, 2022	Hello, Your email either was sent with too large of an attachment or with a password encrypted file. Can you please re-send as non encrypted, or provide a link to download? Kind regards,	Hello [REDACTED] Please find attached a letter for the <i>Notice of Publication of Final Early Works Report</i> for the County Road 4 Early Works. The Final Early Works Report is now available on the project website (https://www.bradfordbypass.ca/). A copy of the Ontario Government Notice is also attached. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Sincerely,
CT413	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Impact to property	Monday, March 21, 2022	Dear Bradford Bypass Team, With respect to the notices attached, the Owner for the property below would like to know if the works will affect our farm tenant [REDACTED] [REDACTED] Kindly provide your response at your earliest convenience.	Hello [REDACTED] Thank you for your interest in the County Road 4 Final Early Works Report, undertaken in accordance with Ontario Regulation 697/21. The farm tenant [REDACTED] will not be affected by the County Road 4 Early Works. [REDACTED] is located approximately [REDACTED] to the east of the County Road 4 Early Works. The Preliminary Design phase includes refinements to the Technically Preferred Route within the Study Area. MTO recently announced that an interchange at 2 nd Concession Road is being considered based on feedback received from municipalities, and geometric, traffic modelling, structural, and environmental considerations of the highway. [REDACTED] may be temporarily impacted during construction by the proposed interchange at 2 nd Concession Road; however, much of the work adjacent to your property is anticipated to be along the roadway and access to the

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							<p>property will be reviewed as the design is developed in order to maintain access to the property.</p> <p>The Team will offer to meet with landowners prior to Public Information Centre (PIC) #2 to discuss property specific concerns related to the design and discuss opportunities to mitigate potential impacts.</p> <p>Please refer to information materials on the project website that show the design alternatives for interchanges at 2nd Concession Road (https://www.bradfordbypass.ca/wp-content/uploads/2022/04/2022-21-04_MTG-PublicConsultationInterchanges.pdf [pages 23 to 29])</p> <p>Materials on the interchange consideration were available on the Project Website for a two (2) week stakeholder consultation review between April 21, 2022 and May 5, 2022 (https://www.bradfordbypass.ca/). Questions regarding the design and your property can be submitted to the Project Team at any time during the study.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Environmental Conditions Report (ECR), 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT306 Cont.		To: Project Team From: [REDACTED]	Email: [REDACTED]	Environmental impact	Monday, March 21, 2022	<p>Hi,</p> <p>I've sent in my input several time but I do not know if it was at all taken into consideration? Documents on the website are difficult for a non consultant to understand. My comments / recommendations should be on record but in general some of the big points were:</p> <ol style="list-style-type: none"> 1. There appears to be only one subdivision that run the edge of a portion of the bypass of County Road 4, north of 8th Line. The homes at this section will also be contending with the new cloverleaf and increase N-S traffic on Yonge. Will there be any vegetarian screening, green wall, etc. in addition to industry standards in this regard to buffer the subdivision along the length of bypass and the section from 8th / county road 4, and the cloverleaf? 2. Are there any noise/pollution mitigation being proposed beyond industry standards? 3. Is there any information the province has on the impact on real estate values on properties or subdivisions that straddles provincial highways? 4. Will there be wildlife corridors? 5. Will there be any progressive technology/techniques used on this highway which will improve / lessen the impact of living next to a highway? <p>Could someone please respond to these questions specifically to help me plainly understand?</p> <p>Thank you for your help.</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Thank you for taking the time to speak with the Project Team on May 18, 2022. It was a pleasure to learn more about what is important to you, understand your history of involvement since the 2002 Approved Environmental Assessment (EA) study, and provide some initial information to you. We trust that this communication, in addition to the conversation will provide helpful information.</p> <p>We acknowledge that your question is in relation to the residential developments west of County Road 4 in the Town of Bradford West Gwillimbury, and in particular, your home on the cul-de-sac of Meadowview Drive. The Bradford Bypass will be located to the north of the cul-de-sac and extend westerly along behind the properties on the north side of Chelsea Crescent and Wyman Crescent. A preliminary landscape plan will be prepared based on the refined Preliminary Design of the Technically Preferred Route, which will further be refined during the Detail Design. The landscape plan will consider plantings within the project limits, including snowdrift mitigation, ecological site restoration and aesthetics associated with the freeway.</p> <p>A Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's <i>Environmental Guide for Noise</i>. MTO will investigate noise mitigation measures, including consideration for existing and future noise barrier walls, where the proposed improvements to the Project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted as part of the design, it must meet MTO's technical, economic, and administrative feasibility criteria as defined in MTO's Noise Guide.</p>


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							<p>As discussed during the conversation, MTO does not have information on the impact of the Bradford Bypass on real estate values for properties within close proximity of the highway. Property values within a community vary based on a variety of interrelated factors beyond those of this project (i.e., future land uses and developments, market demand, etc.). As such, MTO is focused on property impacts for those properties directly impacted by the project.</p> <p>As part of the project-specific assessment of environmental impacts, the Project Team will identify and consider wildlife corridor and linkage needs within the Study Area. This information will be factored into design requirements for bridges and culverts along the corridor, associated landscape designs, as well as exclusion measures (i.e., fencing) to promote safety for vehicles and wildlife within the highway right-of-way. Wildlife passages will be developed and refined through detail design in consultation with regulatory agencies.</p> <p>In addition to current guides and best management practices, MTO considers innovative opportunities to address noise mitigation through engineering of various types, enhancements of engineering materials, construction technologies/enhancements, and pavement structures, which will be investigated for consideration in the appropriate design phase.</p> <p>Further to your conversation with the Project Team, you would like to remain informed regarding design changes and considerations for the design and construction of the interchange and freeway at County Road 4, with a focus on understanding the design and mitigations for noise, and landscape aesthetics adjacent to your location. It is also understood that you would like opportunities to see the design as it is refined, developed and implemented through the next phases of the project will be possible through Public Information Centres (PICs), public meetings, project websites and study documentation made available for public review.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events for the Project where you can review</p>

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							<p>project information, seek clarification, and provide feedback on items of importance to you and your community. The next opportunity to learn more about project will be the Environmental Conditions Report, which will be made available for public consultation in accordance with Ontario Regulation 697/21.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you for your on-going interest in the project.</p> <p>Hello [REDACTED]</p>
CT414	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Noise concerns	Monday, March 21, 2022	<p>Good evening,</p> <p>Thank you for the consistent updates. I was reviewing one of the reports with anticipated noise levels. I did not see any estimates for the eastern most region, specifically for the residences near [REDACTED]</p> <p>Can you please point me in the right direction to find this information?</p> <p>Thanks in advance, [REDACTED]</p>	<p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The noise report currently available on the Project Website is specific to the County Road 4 Early Works Report and focuses on potential impacts associated with the County Road 4 Early Works in the Town of Bradford West Gwillimbury. The area of Leslie Street and Holborn Road is outside the Study Area captured in that report.</p> <p>A Noise Impact Assessment will be undertaken for the refined Preliminary Design of the Preferred Route for the overall Bradford Bypass in accordance with MTO's <i>Environmental Guide for Noise</i> (2022) and the requirement for a Noise Report under Ontario Regulation 697/21 Section 24. MTO will investigate noise mitigation measures, including consideration for existing and future noise barrier walls, where the proposed improvements are expected to increase ambient noise levels beyond acceptable levels outlined in MTO's Noise Guide (2022).</p> <p>The results of this study will be presented during the next Public Information Centre (PIC) #2 and documented in the Environmental Impact Assessment Report (EIAR), to be prepared in accordance with Ontario Regulation 697/21.</p>

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							<p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Environmental Conditions Report (ECR), PIC #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website, and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT415	█	To: Project Team From: █	Email: █	Send out Final EWR notice and letter	Tuesday, March 22, 2022	Good morning, Your email did not come through.	<p>Sincerely,</p> <p>Hello █</p> <p>Please find attached a letter for the <i>Notice of Publication of Final Early Works Report</i> for the County Road 4 Early Works. The Final Early Works Report is now available on the project website (https://www.bradfordbypass.ca). A copy of the Ontario Government Notice is also attached.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT416	█	To: Project Team From: █	Email: █	Intersection improvements and signalling	Tuesday, March 22, 2022	Good Morning, Thank you for providing the details of the early Works for Country Road 4. In addition to the road widening and a 3.0 meter multi purpose path, I am wondering if the early works include intersection improvements & signalling at 9 th Line and Country Road 4. (Hwy 11)	<p>Hello █</p> <p>Thank you for your interest in the Early Works Assessment Process for the County Road 4 Early Works, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Improvements to the County Road 4 and 9th Line intersection are not part of MTO's scope of work for this project. Drawings of the proposed new construction</p>

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						<p>If a proposed cross section/drawing of this intersection and the planned improvement could be provided to me.</p> <p>If this is something that is not planned, then when is the timing expected?</p> <p>Thanks,</p> <p>[REDACTED]</p>	<p>works, and limits can be found in Appendix A – County Road 4 Early Works Recommended Plan available on the project website (https://www.bradfordbypass.ca/early-works/).</p> <p>To learn more about the timing of Simcoe County's County Road 4 widening project from south of 9th line to County Road 89 please visit Simcoe County's website (https://www.simcoe.ca/dpt/trs). We have also copied [REDACTED] as a point of contact to receive information about the County's project.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT417	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Send out final EWR	Tuesday, March 22, 2022	<p>Hello,</p> <p>Please note we received an encrypted message from this mailbox that we are not able to view.</p> <p>Thanks,</p>	<p>Hello [REDACTED]</p> <p>Please find attached a letter for the <i>Notice of Publication of Final Early Works Report</i> for the County Road 4 Early Works. The Final Early Works Report is now available on the project website (https://www.bradfordbypass.ca/). A copy of the Ontario Government Notice is also attached.</p>

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							If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Sincerely, Hello [REDACTED]
CT418	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	New stakeholder comment form	Tuesday, March 22, 2022	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name --- [REDACTED]</p> <p>--- Title --- [REDACTED]</p> <p>--- Department/ Organization --- [REDACTED]</p> <p>--- Email --- [REDACTED]</p> <p>--- Phone Number --- [REDACTED]</p> <p>--- Mailing Address --- [REDACTED]</p>	<p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added you to the mailing list and you will be notified through email of the future PIC #2 and updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT366 Cont.	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Road Salt Pollution	Tuesday, March 22, 2022	<p>Dear Bradford Project Team,</p> <p>I asked you to provide the following information:</p> <ol style="list-style-type: none"> 1. Provide details on how you plan to mitigate the road salt and other chemicals. 2. Document the location and source of all upstream pollution. 	<p>Hello [REDACTED]</p> <p>Thank you for your comments the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges your concerns.</p> <p>1. MTO is undertaking 15 environmental studies to update and document Environmental Conditions,</p>

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						<p>3. Provide the boreholes and water elevations where the bypass crosses the Marsh.</p> <p>4. Provide a mock-up of what is planned.</p> <p>From the air photo it is easy to locate 7 unfiltered storm water drains out letting from the urban part of Bradford into the West Holland River. The most northerly of these is right beside the proposed route of the Bypass.</p> <p>As you are aware, the concentration of phosphorus is increasing in the Holland Rivers. You have indicated that you intend to install storm water ponds. Please show the storm water ponds on the drawings for the Bypass along with filter ponds for the existing Bradford Drains.</p> <p>Yours very truly,</p> <p></p> <p>Sent from my iPad</p>	<p>identify, and evaluate potential impacts of the Project and recommend mitigation measures to reduce these impacts. The studies will follow current standards and guidelines including, but not limited to: the MTO Environmental Reference for Highway Design, Highway Drainage Design Standards, Drainage Management Manual and the Ministry of Environment, Conservation, and Parks (MECP) Stormwater Management Planning and Design Manual. Lake Simcoe Region Conservation Authority (LSCRA), Nottawasaga Valley Conservation Authority (NVCA), MECP, and public health agencies will continue to be consulted throughout the study to align the proposed designs with currently policies and practices for the watersheds within the Study Area.</p> <p>A preliminary landscape design will be developed as part of the Preliminary Design, which will recommend plantings for stormwater management facilities and site restoration measures. This may include constructed wetland features to support the overall stormwater management for quantity and quality control for stormwater runoff from the Bradford Bypass.</p> <p>As part of the Preliminary Design, the Project Team is completing a snowdrift assessment of the preferred Preliminary Design. The study will identify areas and degree of snow drift potential. Based on the location and the extent of snow drifting within the corridor mitigation measures will be developed that reduce the extent and severity of snow drift along the highway. Based on the type of measures recommended, they will be incorporated into the highway and landscape designs where appropriate.</p> <p>Once the highway is operational, MTO will carry out winter maintenance using the appropriate equipment and materials to ensure roads and highways are safe in the winter. These measures depend on the weather, highway conditions, and traffic levels. We encourage you to review information on how MTO clears Ontario roads (https://www.ontario.ca/page/how-we-clear-ontarios-highways-winter).</p> <p>2. The drainage and hydrology engineering studies undertaken for the Project address potential impacts related to runoff and the change in the area's</p>

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							<p>impervious cover from the Project. Groundwater and Soil Contamination studies will consider existing evidence of designated substances that may be encountered during construction and provide mitigation measures and strategies to manage these substances in accordance with provincial legislation as part of water taking permits through MECP and excess material management for soil management during construction.</p> <p>3. Borehole information for the project is factored in as part of the geotechnical investigations for the structural and pavement designs, and for sampling soils and groundwater information as part of the design. The study results, designs, and relevant mapping will be presented during the next Public Information Centre (PIC) #2 and documented in the Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR), to be prepared in accordance with Ontario Regulation 697/21.</p> <p>4. Existing drainage features, including natural watercourses, and municipal and agricultural drainage systems are considered and integrated as part of the drainage and stormwater system for the Bradford Bypass. Municipal drains, which are designed in accordance with the <i>Drainage Act</i>, will be designed in consultation with municipalities. The design and relevant mapping will be presented during PIC #2.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the ECR, PIC #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website, and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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							<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT419		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Letter of Advice	Wednesday, March 23, 2022	<p>Good morning,</p> <p>Fisheries and Oceans Canada (DFO) has completed our review of the proposed early stormwater management works for County Road 4 in Bradford, Ontario (DFO file number 22-HCAA-00169). Please find attached the Letter of Advice (LOA) for the proposed works. If you have any questions or comments about this letter please feel free to contact me.</p> <p>I would like to bring attention to the mitigation measures listed on the DFO website that the letter refers to, at https://dfo-mpo.gc.ca/prw-ppe/measures-mesures-eng.html. Please ensure that the contractor reviews these measures and implements those measures necessary to avoid harmful alteration, disruption or destruction of fish and/or fish habitat.</p> <p>This email and attachment are considered to be the original letter as no hard copy will be sent by mail unless requested.</p> <p>Take care,</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your review of the Early Works Stormwater Management Plan for the County Road 4 Early Works.</p> <p>We have made note of Fisheries and Oceans Canada's letter of advice, and mitigation measures listed on the DFO website. This information will be provided to the contractor for the detail design.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT420		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Utility relocation	Wednesday, March 23, 2022	<p>Good afternoon</p> <p>I am currently working on the relocation along [REDACTED]</p> <p>Please note, Rogers also has plant along Artesia Industrial parkway and Leslie Street.. Can you advise who was notified at Rogers for the required relocation.</p> <p>Thank you</p>	<p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>For the Bradford Bypass project, utility companies will be engaged in coordination discussions. Please stay tuned for further updates and notifications.</p> <p>Regards,</p> <p>[REDACTED]</p>

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CT421	█	To: Project Team From: █	Email: █	Access to Information Request	Thursday, March 24, 2022	<p>Good Day,</p> <p>We have received an Access to Information request and we need to consult Bradford Bypass to have your recommendations on the disclosure of records.</p> <p>To whom should the letter and consultation package be addressed?</p> <p>For security reasons, we prefer to use ePost Connect to transfer the records to you for review. Do you wish to use ePost? If not, please advise as to the best address to which to courier the records?</p> <p>Thanks, █</p>	<p>Hello █</p> <p>Please advise on what project this request is related to so I can best determine the correct individuals, and file tracking process.</p> <p>Thank you, █ █</p>
CT421 Cont.	█	To Project Team From: █	Email: █	Access to Information Request	Thursday, March 24, 2022	<p>Hi █</p> <p>The request is relating to the potential harmful alteration disruption or destruction of fish habitat in relation to the Bradford Bypass (404 to 400 link) in East Gwillimbury and Bradford.</p> <p>Thanks, █</p>	<p>Hello █</p> <p>Please direct the information and request to the following emails and individuals (included on this email). The information can be addressed to me and I will connect with our team and client.</p> <ul style="list-style-type: none"> █ Bradford Bypass project team email. <p>Please accept this response to cover the email sent to me and to the attached email directed to the project team email.</p> <p>If you have questions, please let me know.</p> <p>Thank you, █</p>
CT422	█	To: Project Team From: █	Email: █	PTE	Thursday, March 24, 2022	<p>Hello, can someone please call me at █</p> <p>Thanks, █</p>	<p>█ called █ on March 25, and confirmed she was on the line.</p> <p>█ introduced herself as the daughter of █ property owner for █</p>

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							<p>asked where the project team would be conducting their studies, on the entire property or the back?</p> <p>████████ informed ██████████ that the Project Team would require access to the back of the property based off the mapping.</p> <p>* ██████████ said that works well. ██████████ stated there isn't much on the property as it is vacant, and the back is just filled with rocks.</p> <p>* ██████████ stated the Project Team would need to enter from the back of the property, because the front is gated, and no one lives there to open the gates. The front of the property is being used as a hobby farm from one of the neighbours, but he is not a tenant.</p> <p>████████ asked ██████████ if there is access from the back because if there isn't someone would need to open the gates for the Project Team.</p> <p>* ██████████ stated there should be access from the back and asked if they would be notified of when they're coming on to the property.</p> <p>████████ responded yes, they will be notified a few days in advance of entering the property.</p> <p>* ██████████ requested she and her brother be the main points of contact, as their mother ██████████ is elderly and there is a language barrier.</p> <p>████████ responded yes, and if that's what they'd like she'll need to specify that on the PTE form, along with the contact information for her and her brother.</p> <p>* ██████████ thanked ██████████ and stated if she has any questions, she'll reach out again. ██████████ indicated she will be emailing the PTE form back today.</p> <p>████████ closed comment.</p>
CT422 Cont	████	To: Project Team	Email: ██████████	PTE	Friday, March 25, 2022	Hello, please find attached our Permission Form re: Bradford Bypass, access to the property, if needed.	<p>Hello ██████████</p> <p>Thank you for providing a signed copy of our Permission to Enter (PTE) form.</p>

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		From: [REDACTED]				[REDACTED]	<p>We have made note to contact you and your brother before heading to the property.</p> <p>If you have any questions or concerns, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT423	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Remove from mailing list	Thursday, March 24, 2022	<p>Hello Bradford Bypass Project Team,</p> <p>Thank you for your email. [REDACTED] does not wish to be included in this project. Please remove all staff from the [REDACTED] from your distribution/ mailing lists.</p> <p>[REDACTED] should only be contacted should the scope of the project change in such a way that it is subject to the <i>Impact Assessment Act</i>.</p> <p>Thank you,</p> <p>[REDACTED]</p>	<p>Hello,</p> <p>We have removed [REDACTED] from our mailing list.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT424	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Date of completion Navigational uses	Sunday, March 27, 2022	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>[REDACTED]</p> <p>--- Email ---</p> <p>[REDACTED]</p> <p>--- Phone Number ---</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your comments on the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Technically Preferred Route was selected through the Route Planning study as the 2002 Environmental Assessment (EA) approved preferred alignment for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the Preferred Route is already included in municipal Official Plans and Transportation Master Plans, as well as the <i>Places to Grow Act</i>.</p> <p>Simcoe County is expected to experience rapid population growth over the next 10 years, with the Regional Municipality of York growing to 1.79 million by 2041. Building the proposed Bradford Bypass is</p>

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						<p>--- Mailing Address ---</p> <p>██████████</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>It appears the Bradford bypass will not be completed and ready for use until the mid 2030's at the earliest.</p> <p>The cost isn't really well set out. Cost overruns are the usual for projects of this type (involving watercourses, marshland and other ecologically sensitive areas) so the economic benefits (cost versus benefits) aren't articulated. This project is not meant for agricultural users but for Ontario citizens intent on crossing the top of Toronto / GTA and access routes to cottage country north of Barrie. Other means of cottage country access hasn't ever been discussed (rail, bus)</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>Yes</p> <p>--- If Yes, please indicate the vessel type(s) used: ---</p> <p>-</p> <p>Canoe/Kayak length Motorized Boats <5m Motorized Boats 5m to 8m</p>	<p>necessary to relieve existing congestion on local east-west local roads and to address the expected long-term travel demand in the area.</p> <p>Further investigations and environmental studies are ongoing to refine the engineering design and update the Technically Preferred Route to reflect changes since the 2002 Approved Environmental Assessment. Construction costs will be updated as these engineering plans are further advanced. At this time, a total cost estimate for the Bradford Bypass, including the construction and highway maintenance is being refined.</p> <p>The Project Team appreciates and thanks you for the information you have provided regarding navigational uses. This information will be factored into the design considerations in order to meet the requirements under the <i>Canadian Navigable Water Act</i> and consultation with Transport Canada. In addition to the length requirements you have provided, can you please provide the height clearance requirements for these boats?</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including filing of the Environmental Concessions 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 Airmail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

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							Sincerely,
CT425		To: Project Team From: [REDACTED] [REDACTED] [REDACTED]	Email: [REDACTED]	PTE	Monday, March 28, 2022	To Whom it may concern, Please find attached the permission for [REDACTED] to Enter property form. Owner: [REDACTED] Thank you.	Hello [REDACTED] Thank you for providing a signed copy of your Permission to Enter (PTE) form. If you have any questions or concerns, please feel free to reach out to the Project Team at your earliest convenience. Sincerely,
CT426		To: Project Team From: [REDACTED] [REDACTED]	Email: [REDACTED]	Construction company hired	Tuesday, March 29, 2022	Ggood morning I am just wondering which companies will be building this highway. Construction companies is it dufferin...acon? Look forward to hearing back [REDACTED] Get Outlook for Android	Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake the Preliminary Design and project-specific assessment of environmental impacts for the proposed Bradford Bypass. The Preliminary Design for the overall Bradford Bypass project is anticipated to be completed in early 2023. Detail Design and Construction will follow, and the contractor will be selected during these stages of delivery of the Bradford Bypass. .. MTO is advancing the Early Works, as set out in the regulation, which is focused on a grade separated bridge crossing for the future Bradford Bypass at County Road 4 (Yonge Street). The County Road 4 Final Early Works Report is now available on the Project website, and the Early Works Statement of Completion was issued on March 21, 2022. It is anticipated that Early Works construction will start in 2022. The Early Works has been awarded to Brennan Paving & Construction Ltd as the successful bidder for the design and construction of the new bridge that will allow County Road 4 between 8 th Line and 9 th Line to cross over the future Bradford Bypass. The project will also include widening County Road 4 from two to four lanes. Further information is

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							<p>available here: https://news.ontario.ca/en/release/1001948/ontario-awards-contract-to-build-bridge-for-bradford-bypass.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including 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. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, Held [REDACTED]</p>
CT427	[REDACTED]	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Utility drawings	Tuesday, March 29, 2022	<p>Good morning, Please let me know if you require Bell infrastructural markings?</p> <p>Thank You,</p>	<p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team already has bell infrastructural markings within the study limits.</p> <p>If you have any questions or concerns, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT428	█	To: Project Team From: █	Phone: █ Email: █	Traffic concerns Noise concerns Infrastructure	Tuesday, March 29, 2022	<p>"Yes this is █ calling, my phone number is █ and I live here in █. I'm particularly concerned about arterial roads for the works that are going to go on above line 8. It's already busy enough and I'm just wondering how much traffic will be moving along there while the construction work is going on. What the impact of dust will be in the area while the construction is going on and what precautions are going to be done for that, and for the noise that will be going on as well while the project is going on so I'd like somebody to get back to me on this. In particular for line 8 and how it is going to impact the traffic along here. We have no traffic lights or anything or crossings at Lowgate and people have to get across there to get to the other side of the road all of time and we need some sort of crosswalk there so I'd like somebody to get back to us please. Thank you.</p> <p>█ called █ on April 12, 2022 and received his email. Issue response through email.</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>MTO is undertaking 15 environmental studies to update and document Environmental Conditions, identify, and evaluate potential impacts of the Project and recommend mitigation measures to address these impacts. These studies are carried out to meet the current and applicable environmental legislative requirements for the Project. Studies that may be of interest to you include, but are not limited to, an Air Quality Impact Assessment and a Noise and Vibration Impact Assessment, which consider traffic modelling and analysis for the future highway.</p> <p>To view the full list of environmental studies being conducted, please visit the Project Website. (https://www.bradfordbypass.ca/overview/). In addition to the environmental studies, engineering studies including Traffic Analysis are being undertaken to support the evaluation of design alternatives and the development of the refined Preliminary Design. The Project Team is working closely with municipalities in the Study Area to confirm that municipal infrastructure will support the Bradford Bypass project including opportunities for active transportation.</p> <p>The study results will be presented during the next Public Information Centre (PIC) #2 to and documented in the Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR), to be prepared in accordance with Ontario Regulation 697/21.</p> <p>As part of the Detail Design and construction phases, management plans for traffic, construction, noise and vibration, are among the various plans that will be implemented to guide activities during construction. These are built upon the studies carried out for the project-specific assessment of environmental impacts and will consider at a minimum, vehicle access requirements, detour routes, timing, restrictions, and</p>

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							<p>advanced notifications. MTO works with local municipalities and emergency services to establish these plans, which are updated and amended as needed.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the ECR, PIC #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, Held [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including 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. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>
CT429	[REDACTED]	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	New stakeholder comment form	Thursday, March 31, 2022	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>[REDACTED]</p> <p>--- Title ---</p> <p>[REDACTED]</p> <p>--- Department/ Organization ---</p> <p>[REDACTED]</p> <p>--- Email ---</p> <p>[REDACTED]</p>	

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						<p>--- Mailing Address ---</p> <p>██████████</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>n/a at the moment</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No</p> <p>--- If Other Vessels (please specify below) ---</p> <p>n/a</p>	<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT131 Cont.	████	<p>To: Project Team</p> <p>From: ██████████</p>	Email: ██████████	Acknowledgement	Thursday, March 31, 2022	<p>Good morning,</p> <p>Thank you for providing these responses to our comments. We look forward to continuing to work with MTO and the rest of the project team as the project progresses.</p> <p>Sincerely,</p> <p>██████</p>	No response required.
CT430	████	<p>To: Project Team</p> <p>From: ██████████</p>	Email: ██████████	PTE	Thursday, March 31, 2022	<p>Hello</p> <p>I am the ██████████</p> <p>I received 2 letters from you about our property in Bradford. Both letters came with no return envelopes (prepaid would of been nice). I don't see anywhere on the letters which address to return it to. I feel very uncomfortable guessing</p>	<p>Good morning ██████</p> <p>I'm following up with you on behalf of the Bradford Bypass Project Team. In the letter, we had provided directions on returning the form digitally, by either scanning it or taking a photograph of the form and emailing it to "projectteam@bradfordbypass.ca". We had hoped that it would be easier for people to respond</p>

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						<p>where to mail the permission form. Please send me a proper envelope with address.</p> <p>Thank you, [REDACTED]</p>	<p>digitally, as it would save time for mailing a hard copy, and allow you to retain a copy of the form for your records.</p> <p>If there is a phone number and preferred time that I can reach you, I can give you a call to clarify the process for returning the form and answer questions you may have regarding the letters you received.</p> <p>Thank you for reaching out to us and I look forward to speaking with you.</p> <p>Regards, [REDACTED]</p>
CT430 Cont.	[REDACTED]	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	PTE	Thursday, March 31, 2022	<p>Good morning</p> <p>I just want you to understand you are dealing with a senior that only has a land line no cell. You will need to wait until family can go and help her with the permission form and that is going to delay your access to the property. You really only gave my mother one choice and that is electronically, and unfortunately she does not have access to that.</p> <p>Thank you, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for providing those details. I sincerely apologize that we didn't provide your mother with options to mail the form back by providing a self addressed envelope. We will also make a note of the communication detail and note the need for additional time and considerations for future communications. We can identify yourself as linked contact so that you are included in any communications to your mother. That way you can receive the information at the same time by mail or email.</p> <p>We do have some options available that we can put into place at this time to help both you and your mother, if that would be beneficial to you. My team and I will work with you to make sure that any future communications about the project reach you both in a timely fashion.</p> <p>If you wish to reach me, my direct number is below. I would gladly speak with you to see how we can help you.</p> <p>Kind regards, [REDACTED]</p>
CT431	[REDACTED]	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Utility markups	Thursday, March 31, 2022	<p>Good afternoon,</p> <p>[REDACTED] has no existing plant in the area indicated in your submission. No markup and no objection. Thank you.</p>	No response required.











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April 2022 - Consultation Record

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT432	█	To: Project Team From: █	Email: █	BWG Fire and Emergency Services Contact	Friday, April 1, 2022	Good Afternoon, Please change the contact information for Bradford West Gwillimbury Fire & Emergency Services to me. Deputy Chief █ is off for an indefinite amount of time.	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added you to the Project Contact List as a primary contact for Bradford West Gwillimbury Fire & Emergency Services.</p> <p>As you are on the Project Contact List you will also be notified through email of future milestone events including filing of the Existing 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT433	█	To: Project Team From: █	Email: █	New stakeholder comment form	Monday, April 4, 2022	<p>Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>█</p> <p>--- Title ---</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including filing of the Existing 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</p>

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						<p>██████████</p> <p>--- Department/Organization ---</p> <p>██████████</p> <p>--- Email ---</p> <p>██████████</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p>	<p>Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT434 *Linked to CT430	██████████	To: Project Team From: ██████████	Email: ██████████	PTE	Monday, April 4, 2022	<p>No</p> <p>Hello, Please see attached form.</p> <p>Thanks, ██████████</p>	<p>Hello ██████████</p> <p>Thank you for providing a signed copy of your Permission to Enter (PTE) form for 3453 5th Side Road in Bradford, Ontario.</p> <p>We have made note of the need for additional time and considerations for future communications, and have identified Olga as a linked contact so that she is included in any communications to the property owners.</p> <p>If you have any questions or concerns, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT435	██████████	To: Project Team From: ██████████ ██████████ on behalf of the	Email ██████████	PTE	Tuesday, April 5, 2022	<p>Hello,</p> <p>Please confirm you have gotten this,</p> <p>Blessings</p>	<p>Hello ██████████</p> <p>Thank you. We confirm receipt of the signed copy of the Permission to Enter (PTE) form on behalf of the Trustees of Bradford Baptist Church.</p>

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							<p>We have added [REDACTED] as the main points of contact, and specified the preferred method of contact is by telephone.</p> <p>We would like to update our project contact list. Please confirm that this email address can be added to the contact information we have on file as a means of providing project information to the Bradford Baptist Church. If preferred, we can continue to send communications by mail instead of email.</p> <p>If you have any questions or concerns, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT435 Cont.		<p>To: Project Team</p> <p>From: [REDACTED] on behalf of the [REDACTED]</p>	Email: [REDACTED]	PTE	Tuesday, April 5, 2022	<p>Hello, thank you for confirming. Also this email is our main email.</p> <p>Thanks,</p> <p>[REDACTED]</p>	No further action required.
CT436		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Support for the BBP Environmental concerns	Tuesday, April 5, 2022	<p>Hello project team,</p> <p>I first want to say thank you for moving a much needed project, the Bradford Bypass, further along. I feel it can't come soon enough, and the province will reap the benefits once it has been completed. As one of the many beneficiaries, the Town of Bradford will be transformed overnight to a more liveable city, with a downtown that can actually be enjoyed, attract new families and investment, rather than the traffic clogged nightmare it is now. The region will operate more efficiently without all the congestion, and vehicles will spend much less time idling at lights (a known source of pollution), with stop and go traffic. The Bradford Bypass will also "bridge" the divide between east and west in the area, literally and figuratively. Due to the current difficulties in traveling between the east and west sides of the Newmarket/Aurora area, there is a lot less</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your expressed support for the Project.</p> <p>Environmental and design studies are currently being undertaken to identify and evaluate potential impacts of the Project and recommended mitigation measures to reduce these impacts in an environmentally responsible manner. A list of studies being undertaken can be found on the Project Website at https://www.bradfordbypass.ca/overview/.</p> <p>The results of these studies, including the preferred design alternative, will be presented during Public Information Centre (PIC) #2, and documented in the Environmental Impact Assessment Report (EIAR).</p>



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						<p>connectivity than there should and could be, both economic and social.</p> <p>Having said that, I do hope that the project can be built in an environmentally responsible way, and once completed, could include features such as an HOV/Green Vehicle lane. A suggestion for compensation for any lost wetlands/natural areas, would be to acquire some nearby land and naturalize it to a wetland state, such as adding to the lands of Scanlon Creek Conservation area (just across Line 9 from the proposed route).</p> <p>Thanks,</p> 	<p>Where impacts are anticipated, MTO will investigate the development and implementation of compensation measures in accordance with environmental permits and approvals, including overall benefit plans as required by provincial and federal agencies. MTO continues to consider additional design features that will enhance the environmental approach to design and construction and improve Ontario's transportation system in a way that enables people and businesses to thrive, now and for future generations.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including publication of the Environmental Conditions Report, PIC #2, the EIA and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC (PIC #2) will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Amail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT437		<p>To: Project Team</p> <p>From: </p>	Email: 	Property impacts	Wednesday, April 6, 2022	<p>Hi </p> <p>Can you let me know the design status for the overpass at PDD? We own the land south of the highway (PDD ROW and the lands to the east of PDD).</p> <p>Let me know if a call is easiest.</p> <p>—</p> 	<p>Hello </p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Bradford Bypass is expected to accommodate the future extension of Professor Day Drive crossing to the north, but is not anticipated to directly impact  property at  at this time. Please refer to the Draft Preliminary Design map below to see the location of  relative to the Bradford</p>

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						 <p>Based on their website, they own the following properties</p>	<p>Bypass (marked with an X), and the Public Information Centre (PIC) #1 materials on the Project website to see the general design refinements (https://www.bradfordbypass.ca/2021/04/09/8-general-design-refinements/).</p>  <p>We have added your contact information to the Project Contact List and you will be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC #2), the Environmental Impacts Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT438		To: Project Team	Email: 	Reports to date	Wednesday, April 6, 2022	Where can I pick up a copy of the report and associated documents relating to the Bradford Bypass?	<p>Hello </p>

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		From: [REDACTED]				<p>I am trying to go through information online and the reports are too large for me to download onto my computer.</p> <p>Please advise at your earliest convenience.</p> <p>Regards,</p> <p>[REDACTED]</p>	<p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Can you please clarify which documents you would like to view so we can look into potential alternate format options?</p> <p>If you have any questions or concerns, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT439	[REDACTED]	<p>To: Project Team</p> <p>From: [REDACTED] on behalf of [REDACTED]</p>	Email: [REDACTED]	PTE	Thursday, April 7, 2022	<p>Hi,</p> <p>Please find the attached Permission to Enter Form.</p> <p>Thank you and best regards,</p>	<p>Hello [REDACTED]</p> <p>Thank you for providing a signed copy of your Permission to Enter (PTE) form for [REDACTED]</p> <p>If you have any questions or concerns, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT402 Cont.	[REDACTED]	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	PTE	Thursday, April 7, 2022	<p>Hello,</p> <p>Please find attached signed sheet for permission to enter.</p> <p>Thank you,</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for providing a signed copy of your Permission to Enter (PTE) form for [REDACTED]</p> <p>If you have any questions or concerns, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT024 Cont.	[REDACTED]	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	PTE for [REDACTED]	Monday, April 11, 2022	Attached PTE forms	<p>Hello [REDACTED]</p> <p>Thank you for providing a signed copy of your Permission to Enter (PTE) form for [REDACTED]</p>

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							<p>If you have any questions or concerns, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT440 *Linked to CT024 Cont, different property.		To: Project Team From:	Email: [REDACTED]	PTE	Monday, April 11, 2022	<p>Hi there,</p> <p>Please see our signed "Permission to enter form". If you have any questions about this, please contact [REDACTED] by email at [REDACTED] or on his cell phone at [REDACTED]</p> <p>Thanks,</p>	<p>Hello [REDACTED]</p> <p>Thank you for providing a signed copy of your Permission to Enter (PTE) form for [REDACTED]</p> <p>We have made note to contact [REDACTED] for all matters relating to [REDACTED]</p> <p>If you have any questions or concerns, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT441		To: Project Team From:	Email: [REDACTED]	Indigenous meeting request	Tuesday, April 12, 2022	<p>Good afternoon</p> <p>I am writing on behalf of the Williams Treaties First Nations to request we schedule a call with myself to discuss the project status, consultations to date and schedule.</p> <p>In addition, if you could forward existing reports for review and for our records prior to our call that would be greatly appreciated. April 19 or 20 in the pm are currently available.</p> <p>Thank you</p> <p>[REDACTED]</p>	<p>*[REDACTED] forwarded the email to MTO's Indigenous Liaison on April 13, 2022. No further action required from AECOM.</p> <p>*Williams Treaty Group Meeting held on April 27, 2022.</p>
CT421 Cont.		To: Project Team From:	Email: [REDACTED]	Record of consultation with DFO	Wednesday, April 13, 2022	<p>Good day,</p> <p>Please find attached a consultation from Fisheries and Oceans Canada with AECOM – Part 1. Part 2 will follow. The due date to respond is May 2, 2022.</p>	<p>Hello [REDACTED]</p> <p>In response to the two-part emails provided to AECOM for review, please accept the signed file with the acknowledgement page.</p>

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						<p>If you have any questions do not hesitate to contact us.</p> <p>Have a great day!</p>	<p>We have no objections to the release of the documents and have no additional redactions to include.</p> <p>If you have any questions or need additional details from us, please let me know.</p> <p>Thank you [REDACTED] [REDACTED]</p>
CT442	[REDACTED]	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Update contact information	Wednesday, April 13, 2022	<p>Hello,</p> <p>We have received notifications regarding County Road 4 and Bradford Bypass which require address and name corrections. Please see attached copy.</p> <p>One requires an address correction from [REDACTED] - correct address is [REDACTED]. The second requires a name correction from [REDACTED] - correct name is [REDACTED].</p> <p>Thank you [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for notifying the Bradford Bypass Project Team of the address and name corrections. We have updated your contact information in our distribution list.</p> <p>If you have any questions or concerns, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT173 Cont.	[REDACTED]	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Unsubscribe from mailing list	Thursday, April 14, 2022	Unsubscribe	<p>Hello [REDACTED]</p> <p>Thank you for your email, we have removed you from the Bradford Bypass distribution list and you will no longer receive updates on the Project.</p> <p>If you have any questions or concerns, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT443	[REDACTED]	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Property impacts	Thursday, April 14, 2022	To Whom it may Concern; This Property is an area that is being considered as an exchange.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific</p>

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						<p>For clarification purposes: The Sarjeant Company is the owner of these lands. We are looking for clarification on the following questions.</p> <p>Can you tell us what the probability of an exchange being created there?</p> <p>Can you tell us the amount of land would require to be Expropriated?</p> <p>Can you tell us the configuration of the lands for Expropriation.</p> <p>Change in access to Side road 10 if expropriated?</p> <p>How are you valuing the land being expropriated?</p> <p>Considerations and Compensation for relocating of Plant and Equipment on site?</p> <p>Thanks for your assistance in this matter.</p> <p></p> <p>Property in question: </p>	<p>assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The project is currently in the Preliminary Design phase, which involves refinement to the Technically Preferred Route at select locations, including Sideroad 10. The design from the 2002 Approved Environmental Assessment (EA) represents the base case for this location, and was presented as part of Public Information Centre (PIC) #1. This information can be viewed on the project website (https://www.bradfordbypass.ca/2021/04/02/1-project-overview/).</p> <p>The Preliminary Design is considering an additional interchange at Sideroad 10, and the interchange configuration alternatives were presented on the project website for a public review period in April, 2022 (https://www.bradfordbypass.ca/wp-content/uploads/2022/04/2022-21-04_MTG-PublicConsultationInterchanges.pdf).</p> <p>The property at 311 Sideroad 10, does fall within the Technically Preferred Route of the Bradford Bypass and will be directly impacted by the interchange alternatives in consideration at Sideroad 10. MTO will work directly with individual property owners regarding direct impacts to their property as a result of the proposed Project once the impacts have been confirmed.</p> <p>The results of the Preliminary Design evaluations, including the preferred design alternative for this interchange location, will be presented during PIC #2 and documented in the Environmental Impact Assessment Report (EIAR), which will be filed for a public review period.</p> <p>As your contact information is already on the Project Contact List, you will be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), PIC #2, the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post</p>

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							<p>Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT444		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Add to contact list	Thursday, April 14, 2022	Hello, please add me to this mailing list.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the Existing 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT421 Cont.	████	To: Project Team From: ██████████	Email: ██████████	Clarification to notice	Thursday, April 14, 2022	<p>Good afternoon,</p> <p>We have received that e-mail below.</p> <p>We are wondering if that e-mail was intended for the Department of Fisheries and Oceans Canada. If so, is this information in response of the consultation package that we sent yesterday?</p> <p>Thanks, ██████</p>	<p>Hello ████████</p> <p>Thank you for reaching out to the Project Team. We apologize if this email notification created confusion and thank you for following up to seek clarification. My team followed our procedure to add contacts from the Project Team email to our contact list. As such, you were included in the recent mailout to receive consultation event information regarding the preliminary design alternatives for the interchanges being considered as part of the project. We do have primary contacts for DFO and recognize that you may not need to receive these notifications and will remove your information from the contact list going forward.</p> <p>We are completing the review of the consultation package provided and anticipate having that back to you before the May 2nd deadline.</p> <p>If you have any further questions, please contact me at your earliest convenience.</p> <p>Cheers, ██████</p>
CT445	████	To: Project Team From: ██████████	Email: ██████████	Environmental impacts Opposition to BBP	Thursday, April 14, 2022	<p>██████</p> <p>Please consider the facts relayed in a few pages of an article in The Pointer, published October 16, 2021. The complete article can be found here https://thepointer.com/article/2021-10-16/a-bird-that-can-t-speak-back-the-ford-government-s-mass-killing-of-the-double-crested-cormorant-reveals-its-true-stripes </p> <p>The preservation of the natural world is imperative for the survival of the human race.</p> <p>Perhaps encourage ride sharing? 😊 rather than yet another paved massacre of nature.</p> <p>Thank you.</p> <p>In peace,</p>	<p>Hello ████████</p> <p>Thank you for your comments on the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Thank you for sharing the article outlining concerns over management and preservation of our natural ecosystems. MTO recognizes the importance of farmland and the Greenbelt's agricultural system for economic wellbeing, human health, and the quality of life of Ontarians. As part of the Preliminary Design, and in line with MTO's approach to sustainable decision making, MTO considers the previous environmental commitments made during the 2002 Route Planning and Environmental Assessment Study as set out in the regulation. To update the study and environmental considerations, the MTO is undertaking 15 environmental studies to update and document existing</p>

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						<p>agricultural land with the GTA West Highway and Bradford Bypass (the GTA West will destroy 75 wetlands, 28 of which are designated as provincially significant, while the Bypass will pave over 800 football fields worth of environmentally sensitive lands, among other devastating impacts).</p> <p>By comparison, the number of island habitats and trees impacted by double-crested cormorants is negligible.</p> <p>Experts have told the Province, any damage to these spaces by cormorants is part of a natural process that adds nutrients back into the lake. The irony is that what the provincial government claims it is doing to protect ecosystems, could actually be having the opposite effect.</p> <p>"Cormorants are an integral part of nitrogen and phosphorus nutrient flux in these freshwater aquatic systems. That is, cormorants, unlike humans, introduce only waste related to fish consumption from the very lakes in question, and the argument becomes laughable in comparison to the magnitude of human-related fouling of the</p> <p>thepointer.com</p>	<p>conditions, identify, and evaluate potential impacts of the Project and recommend mitigation measures to reduce these impacts to meet current environmental legislative requirements. These studies include, but are not limited to, a Fish and Fish Habitat Existing Conditions and Impact Assessment Report, and a Terrestrial Ecosystems Existing Conditions and Impact Assessment Report.</p> <p>To view the full list of studies being conducted, please visit the Project website (https://www.bradfordbypass.ca/overview/). Each of these studies is being undertaken in accordance with current guidelines and legislation, are specific to the environmental factor areas and involve consultation with appropriate governing agencies.</p> <p>The Project Team continues to engage with regulatory agencies including, but not limited to, Lake Simcoe Conservation Authority, Nottawasaga Valley Conservation Authority, the Ministry of the Environment, Conservation and Parks, and the Ministry of Northern Development, Mines, Natural Resources and Forestry regarding potential environmental impacts and proposed mitigation strategies for the project. In addition to having technical experts of various environmental disciplines on the Project Team, working closely with these governing agencies will provide local expert knowledge that can be incorporated into decision making and promote collaboration with other local environmental initiatives.</p> <p>Avoidance, mitigation, monitoring and compensation measures will be developed as the design progresses in consultation with agencies and Permits, Licenses, Approvals and Authorizations will be obtained where required. Measures will be developed based on local, provincial, and federal legislative and permitting processes and environmental conservation and protection plans.</p> <p>The Preliminary Design study information will be presented at Public Information Centre (PIC#2). Study information will also be documented in a Environmental Conditions Report (ECR) and Environmental Impact</p>

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							<p>Assessment Report (EIAR), to be prepared in accordance with Ontario Regulation 697/21. Both documents will be available for a public review period.</p> <p>Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). It is important to note that the Bradford Bypass is only one element of many transportation options being developed by MTO to keep people and goods moving through the region. The recently released <i>Connecting the GGH: a Transportation Plan for the Greater Golden Horseshoe</i> details the Province's historic investments in the transit system that are underway and are planned to support a more sustainable region. Significant population growth is anticipated in the coming decades with Simcoe County expected to grow to 416,000 residents over the next 10 years and with the Regional Municipality of York growing to 1.79 million by 2041. Building the proposed Bradford Bypass is necessary to relieve existing congestion on local east-west roads and to address the expected long-term travel demand in the area.</p> <p>As your contact information is already on the Project Contact List, you will be notified through email of future milestone events including filing of the ECR, PIC #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT386 Cont	█	To: Project Team From: █ █	Email: █	Environmental impacts at Bathurst Street	Thursday, April 14, 2022	<p>As I said before I am 100% in favor of the bypass, my only concern is the huge environmental impact of the Bathurst st interchange. There is literally no where to go once you would exit onto Bathurst. to the north two rivers and a couple farms , to the east swamp, to the west a couple of farms and the south is already serviced by green lane and Queensville side rd. interchanges</p> <p>thankyou.</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges your support for the Project and your concerns over the Bathurst Street interchange.</p> <p>The Bathurst Street interchange was recommended in the 2002 Approved Environmental Assessment (EA) and is being evaluated with other design refinements for the project during the Preliminary Design study to support the future travel demands within the Study Area. Interchange configuration refinements at the major road crossings within the Study Area are being evaluated through this study based on five broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment.</p> <p>MTO is also undertaking 15 environmental studies to update and document existing conditions, identify, and evaluate potential impacts of the Project, including impacts from the Bathurst Street interchange, and recommended mitigation measures to reduce these impacts to meet current environmental legislative requirements.</p> <p>It is noted that municipalities within the Study Area of the Bradford Bypass have generated Official and Transportation Master Plans based on the proposed interchanges as per the 2002 approved EA to address traffic demand as a result of population and employment growth projections. As a result, the Project Team will continue to engage municipalities and will support future municipal interchange initiatives as well as engage with other key stakeholders, including the agricultural community.</p> <p>As your contact information is already on the Project Contact List, you will be notified through email of future milestone events including filing of the Existing Conditions Report (ECR), Public Information Centre (PIC) #2, filing of the Environmental Impact Assessment</p>

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							<p>Report (EIAR) and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT335 Cont.		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Change Leslie Street	Friday, April 15, 2022	<p>We are sending our request again, for you to change the placement of the on/off ramp at Leslie Street, from where you now have it taking 1/3 of our property and eliminating future access to our house, which is a Built Heritage Resource and with a rubble foundation. Please move the on/off ramp to another corner...there are open fields elsewhere.</p> <p>I am sending under separate cover, photo of our house.</p> <p>Please respond.</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>Your preliminary on/off ramp with R.O.W. shown, leaves us with about [REDACTED]...no room for access to house...the north side is septic field.</p>	<p>Hello [REDACTED]</p> <p>Please find below additional information and a summarization of the information discussed with you on May 13th.</p> <p>We recognize your concerns regarding the proposed interchange design alternatives at Leslie Street, and how those may impact your property. Key concerns that you have noted, and discussed during the call include:</p> <ul style="list-style-type: none"> • Property Impacts from the location of a proposed loop ramp from one of the preliminary alternatives, on the east side of Leslie Street. Including, access to/from Leslie Street, ramp proximity to the home, and impact to the septic bed. • Identification of your home as a Built Heritage Resource. • Concerns regarding vibration during construction and the impact this may have on your home. Specifically, the rubble foundation. <p>In summary of the conversation on May 13th, the Ministry is undertaking the project-specific assessment of environmental impacts for the Preliminary Design of the Bradford Bypass. This includes an update to the</p>

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						<p>Will the government pay to move the house if you go this route?</p> <p>██████████</p> <p>mail: ██████████</p>	<p>Cultural Heritage Resource Assessment Report (CHRAR) originally completed in 2020 , which identified Built Heritage Resources and Cultural Heritage Landscapes within 500 m of the 2002 approved right-of-way for the Bradford Bypass. The next phase of the cultural heritage study is to undertake cultural heritage evaluation and heritage impact assessment where required.</p> <p>The heritage status of your property has been identified as "Designated Part IV" (Municipal Heritage Recognition). This designation and heritage significance is confirmed through our discussions with you on May 13th, during which you provided extensive history on the property and surrounding lands.</p> <p>In the 2020 CHRAR, a Cultural Heritage Evaluation Report (CHER) was recommended for this property based on the early Preliminary Design for the project at the time. Following the 2022 update to the CHRAR and evaluation of the Preliminary Design alternatives at Leslie Street, a CHER may no longer be warranted if the proposed design avoids potential impacts to the property and that indirect impacts from construction and operation (i.e., vibration) may be avoided where work is greater than 50 m from the home. Prior to undertaking the cultural heritage evaluation, the project heritage specialist(s) will contact you regarding permission to enter and discuss opportunities to review the extensive documentation you have for this home and property so that it can be included in the evaluation report. Regardless of the recommendation for a CHER, the property will continue to be identified as a cultural heritage resource and noted as a potential risk for vibration impacts. This information and the need for future consultation will be factored into design and construction considerations as the project progresses.</p> <p>As the Ministry advances the Preliminary Design and selects the preferred interchange and alignment design, the Project Team will provide opportunities through an individual meeting with you to discuss your property - specific concerns and questions.</p> <p>As a property owner and a key contact on the Project Contact List, you will be notified through email of future</p>

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							<p>milestone events including filing of the Existing Conditions Report (ECR), Public Information Centre (PIC) #2, filing of the Environmental Impact Assessment Report (EIAR) and other updates for this study. In addition to direct email communications, an Ontario Government Notice (OGN) announcing the date of the future consultation milestones 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions regarding the project or your property, please feel free to reach out to the Project Team at your earliest convenience.</p>
CT335 Cont.	█	<p>To: Project Team</p> <p>From: █</p>	Phone: █	Property impact	Thursday, April 28, 2022	<p>"Hi my name is █ my husband is █. I have sent you a lot of emails regarding our property at █ you did get back to us saying our house is a cultural heritage or something like that. Anyway the reason I'm calling is because your preliminary design shows that the on/off ramp for the bypass on Leslie Street is going to take a third of our property and the right-of-way will be about █ from our house. We will have no access to our house if that's what happens. You have other options for putting an on and off ramp other than our property. You've got farmers' fields you could do. Can you please call us so we can discuss this. I've sent so many emails and nobody has gotten back to me. █</p>	*See response above
CT320 Cont.	█	<p>To: Project Team</p> <p>From: █</p>	Email: █	Acknowledgement of receipt	Friday, April 15, 2022	Received, thank you.	No further action required.
CT446	█	To: Project Team	Email: █	Archaeology reports	Friday, April 15, 2022	Hello - thank you for providing the consultation report. I am hoping that you can send me the unredacted archaeological reports that have and	Hello █

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		From: [REDACTED]				<p>continue to be done for this project. I a licenced archaeologist, and will ensure that the site locations in the reports will remain confidential.</p> <p>Regards [REDACTED]</p>	<p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Archaeological reports that have been completed for the Bradford Bypass are currently with the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI). Once approved by the Ministry they can be searched and accessed via MHSTCI's PastPortal.</p> <p>As you are already on the Project Contact List, you will be notified through email of future milestone events including filing of the Existing 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT446 Cont.	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Archaeological reports	Wednesday, April 27, 2022.	<p>Thank you for your reply. Please supply me with the PIF numbers for these reports.</p> <p>Thank you [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>The PIF numbers for the Bradford Bypass archaeological reports are the following: [REDACTED]</p>

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							<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT447		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	ECR and EIAR Reports	Friday, April 15, 2022	<p>I look forward to receiving the Draft Documents: Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR)</p> <p>Thank you.</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>As you are already on the Project Contact List, you will be notified through email of future milestone events including filing of the Existing 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT448		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Environmental impacts	Saturday, April 16, 2022	<p>I am very much against this project.</p> <p>My questions:</p> <ul style="list-style-type: none"> - Have any of you read the science regarding wetlands, agriculture, carbon emissions, and meeting Canadian carbon emission targets? 	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>MTO is undertaking 15 environmental studies to update and document existing conditions, identify, and evaluate potential impacts of the Project and recommend mitigation measures to reduce these impacts to meet</p>


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						<p>Have you read reports regarding urban sprawl and the carbon emissions from an explosion of traffic from this urban sprawl?</p> <p>Have you seen the latest reports about droughts and food shortages?</p> <p>The assessments seem to have been done over 20 years ago. There have been many new ways to assess air quality, possible water contamination, urban sprawl, agriculture, etc.</p> <p>Reports from scientists studying this project reject former assessments and warn us that millions of tons of carbon will be released by this project.</p> <p>Traffic assessors have said the link will save only a few moments of time travel.</p> <p>I do not see which Indigenous communities have been consulted about the environmental repercussions of this project. I believe the Truth and Reconciliation process requires this, not to mention their wisdom regarding our environment is deeper and truer than ours.</p> <p>Why can't this mega - money project be discontinued and use the money for all people of Ontario. We need wind turbines and solar panels to bring down electricity costs. Europe, and in particular, Germany has made great</p>	<p>current environmental legislative requirements. This includes, but is not limited to, an Agricultural Impact Assessment and an Air Quality Impact Assessment.</p> <p>To view the full list of studies being conducted, please visit the Project website (https://www.bradfordbypass.ca/overview/).</p> <p>The results of these studies will be presented during the Public Information Centre (PIC #2) and documented in a Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR), which will be filed for a public review period.</p> <p>The proposed Bradford Bypass is anticipated to have more than 60 per cent savings in travel time when using the new freeway compared to existing routes along local roads. For Holland Marsh farmers and other motorists, this new transportation corridor will relieve congestion on existing east-west local roads between Highway 400 and Highway 404 and will allow goods to move to and from the communities of Bradford West Gwillimbury, East Gwillimbury and King Township and the broader communities serviced by the provincial highway network.</p> <p>The Project Team is consulting and engaging with Indigenous communities whose Aboriginal and treaty rights may be adversely impacted by the project.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the ECR, PIC #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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						<p>strides in this regard. Costa Rica has 40 % of their needs in alternative energy. Some Indigenous communities right in the middle of the tar sands are using alternative energies and eliminating most of their carbon output.</p> <p>This can be done! Stop using MY TAX DOLLARS on useless and damaging projects.</p> <p>██████████ ██████████</p>	<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT449	██████████	<p>To: Project Team</p> <p>From: ██████████ ██████████</p>	Email: ██████████	Support for BBP Add to Project Contact list	Monday, April 18, 2022	<p>Project team members,</p> <p>Allow me to begin that I am a resident of East Gwillimbury with the proposed bypass relatively close to my home.</p> <p>We moved to York Region 5 years ago and selected this area of the province for several reasons one of which is how they deal with progress.</p> <p>The Bradford Bypass is the first step of many to allow East Gwillimbury and Bradford the opportunity to expand by providing a rapid route to Toronto from the north. The rewards also include jobs and additional housing opportunities. I ask if you may place me on mailing list to include information on this interesting project.</p> <p>Thank you</p> <p>██████████</p>	<p>Hello ██████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your support for the Bradford Bypass.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the Existing 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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							<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT450		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email [REDACTED]	Noise mitigation Highway design	Tuesday, April 19, 2022	<p>Hi, my name is [REDACTED] listing agent for [REDACTED]</p> <p>We understand that the bypass hwy will be constructed behind the fence in the backyard at the property.</p> <p>Do you have any plan to protect the noise? Also we would like to get the hwy's height from the ground over the backyard, where is conservation green area.</p> <p>Your answer will be priceless for us. Looking forward to hearing from you.</p> <p>Regards,</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Environmental and design studies are currently being undertaken to identify and evaluate potential impacts of the Project and recommend mitigation measures to reduce these impacts. A list of studies being undertaken can be found on the Project Website https://www.bradfordbypass.ca/overview/.</p> <p>A Noise Impact Assessment will be undertaken for the Technically Preferred Route in accordance with MTO's <i>Environmental Guide for Noise</i>. MTO will investigate noise mitigation efforts, including consideration for existing and future noise barrier walls, where the proposed improvements to the Project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. For noise mitigation to be warranted as part of the design, it must meet MTO's technical, economic and administrative feasibility criteria as defined in MTO's Noise Guide.</p> <p>In addition, MTO will consider innovative opportunities to address noise mitigation through, enhancements of engineering materials, construction technologies and pavement structures such as quiet pavements. These approaches will be investigated for consideration in the appropriate design phase.</p> <p>At this time, the Bradford Bypass profile at this location is still under development as part of the Preliminary Design.</p> <p>We have added your contact information to the Project Contact List and you will be notified through email of</p>

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							<p>future milestone events including 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 UnaddressedAdmail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT451		To: Project Team From:	Phone Email:	Impact to OPP	Tuesday, April 19, 2022	<p>Phone: "Hi there, my name is [REDACTED] I'm the inspector here at the [REDACTED] Detachment for the Ontario Provincial Police and I'm just doing some research on ongoing construction projects in the area and saw the Bradford Bypass. I was wondering if I could connect with somebody on your team at your convenience, I would just like to learn a bit more. I could be reached at [REDACTED] Thank you, bye."</p> <p>Email: Hello,</p> <p>I write you on behalf of the [REDACTED] in regard to your Bradford Bypass Project. I am new to the Detachment and would like to learn more about the potential impacts to the OPP at your earliest convenience.</p> <p>Thank you,</p> <p>[REDACTED]</p>	<p>[REDACTED] called [REDACTED] on April 20, 2022. [REDACTED] confirmed he was on the line.</p> <p>"[REDACTED] wanted to know once the highway was built, will local police be monitoring it or will it be the Ontario Provincial Police's responsibility.</p> <p>[REDACTED] stated that the Bradford Bypass is a proposed east-west 400 series highway being carried forward by the Ministry of Transportation to connect Highway 400 and Highway 404. As it is a provincial highway, OPP will most likely be monitoring it when it's built.</p> <p>"[REDACTED] stated if MTO is the proponent, they will most certainly be monitoring it.</p> <p>"[REDACTED] indicated that OPP is preparing their service delivery, so it's good to have this information a head of time. [REDACTED] asked when is the highway expected to be built.</p> <p>[REDACTED] stated that the Project is currently in the Preliminary Design phase, which is expected to be</p>

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							<p>completed in Early 2023. Detail Design and construction will follow, but [REDACTED] can not comment on the timeline because those phases are subject to funding and approvals.</p> <p>* [REDACTED] thanked [REDACTED] for giving her the information.</p> <p>* [REDACTED] asked [REDACTED] if he'd like to be added to the Project Contact List to stay informed on the status.</p> <p>* [REDACTED] stated yes.</p> <p>[REDACTED] closed comment.</p>
CT353 Cont.	[REDACTED]	<p>To: Project Team</p> <p>From: [REDACTED]</p>	<p>Email: [REDACTED]</p>	Environmental concerns	Tuesday, April 19, 2022	<p>Dear Project Team,</p> <p>Thank you for the Preliminary Design Interchange Consideration information.</p> <p>AECOM has stated that it is a forward thinking company and the first to have the Science Based Targets initiative (SBTi) approve its Sustainable Legacies strategy. I cannot make the connection to this commitment and the construction of 16 km of highway that cuts through nature to allow cottagers 10-20 mins quicker access when widening of existing infrastructure would suffice, if even needed at all. Buying local doesn't need this highway to viably and cheaply get food to tables. However, perhaps I need to be better informed.</p> <p>Please provide any data that indicates this project will help meet climate change goals for Ontario, and that the work on this project will be zero emissions.</p> <p>Additionally, please provide information that indicates AECOM is part of the Emissions Performance Standards Program and its resources are from companies also in compliance with the EPSP.</p> <p>I would also request access to environmental information in regards to</p>	<p>Hello [REDACTED]</p> <p>Thank you for your comments on the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The full regulation can be viewed here: https://www.ontario.ca/laws/regulation/r21697.</p> <p>AECOM has been retained by the Ministry of Transportation (MTO) to prepare the Preliminary Design Study and project specific assessment of environmental impacts for the Bradford Bypass. As part of this Project, AECOM is conducting a Air Quality Impact Assessment to mitigate air quality impacts and greenhouse gas (GHG) emissions on MTO's behalf. The potential impact resulting from GHG release and considering climate resilience is being investigated for the construction and future operation of the highway. Construction GHG emissions will be assessed on a qualitative basis with recommendations for best practices to reduce emissions within the Project construction area. GHG emissions from traffic within the Project Study Area will be quantitatively assessed for both the future scenario with the Project and without the Project, accounting for regional traffic growth.</p> <p>AECOM's Project Team is also adhering to AECOM's sustainable legacy values by supporting MTO in completing an environmental study to understand the impacts of the proposed works, and proposing</p>

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						<p>mitigating the impact of this construction on the Holland River and the Holland River branch.</p> <p>Furthermore, given that this may impact harvesting rights of the Williams Treaty Nations, and in particular the Chippewa of Georgina Island given the Holland River flows into Lake Simcoe, has there been consultation through the Crown to consult, obtain consent and compensate should this project go ahead?</p> <p>Moreover, given the recent federal funding to further clean and protect Lake Simcoe, which has been a project in itself for over 10 years, what will the consultation and involvement be with the related environmental and First Nations agencies to ensure minimal to no damage to the terrain and waterways occurs should this project go ahead?</p> <p>I believe AECOM can meet its mission statement on climate change and supporting communities, and its own profit margins, by offering alternatives that can cause less damage. The government looks to you for your expertise. This is AECOM's moment to step up and lead their decision-making. Our future generations are counting on people like you.</p> <p>Please advise and I thank you in advance for your time.</p> <p>Sincerely,</p> <p></p>	<p>mitigation measures for GHGs, property impacts, and climate resilience.</p> <p>In addition to the Air Quality Impact Assessment, MTO is undertaking 14 other environmental studies, led by AECOM subject matter experts, to 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. The environmental studies will cover the full Study Area and will also focus on the Holland River and Holland River East Branch, including, but not limited to the Fish and Fish Habitat Existing Conditions and Impact Assessment Report, Groundwater Impact Assessment, Terrestrial Ecosystems Impact Assessment Report, and an Erosion and Sediment Control Risk Assessment. A full list of studies being undertaken can be found on the Project Website https://www.bradfordbypass.ca/overview/.</p> <p>The results of these studies will be presented during the next Public Information Centre (PIC) #2 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 is consulting and engaging with Indigenous communities whose Aboriginal and treaty rights may be adversely impacted by the project.</p> <p>As you are on the Project Contact List you will also be notified through email of future milestone events including filing of the ECR, PIC #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC (PIC # 2) will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

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							<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT452		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Phone: [REDACTED]	Purchasing home on Yonge Street	Wednesday, April 20, 2022	<p>"Hi this is [REDACTED] If someone can call me back I want to look into buying a property in the [REDACTED]. I just want to know where the bypass starts and how it affects us so if you could call me back and please if you could do it as soon as possible that really appreciate that. Thank you, bye bye"</p>	<p>* [REDACTED] called [REDACTED] on April 20, 2022. [REDACTED] confirmed she was on the line.</p> <p>* [REDACTED] asked [REDACTED] to provide her with the property address. [REDACTED] indicated it is [REDACTED] (Refer to map below)</p> <p>[REDACTED]</p> <p>[REDACTED] informed [REDACTED] that the proposed Bradford Bypass will have no direct impact on the property she's interested in purchasing. [REDACTED]</p> <p>* [REDACTED] asked if the location of the Bypass is being moved. [REDACTED] stated she sees protestors and signs near the Holland River and wants to make sure the location is set in stone.</p> <p>* [REDACTED] stated alternate corridor locations for the highway are not being considered as the Technically Preferred Route for the Bradford Bypass was approved through the 2002 Environmental Assessment. As part of the Preliminary Design phase only refinements are being made to the Technically Preferred Route.</p> <p>[REDACTED] asked when will the project be complete?</p>

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							<p>██████████ stated that the Project is currently in the Preliminary Design phase, which is expected to be completed in Early 2023. Detail Design and construction will follow, but ██████████ can not comment on the timeline</p> <p>*██████████ stated she's interested in buying a small motorboat, and wants to know if they'll be able to use the Holland River for recreational uses.</p> <p>*██████████ stated that the design and future construction of the bridges will take into consideration navigability and maintaining proper access to the Holland River and Holland River East Branch. ██████████ requested ██████████ provide the height of the motorboat when she knows the size, because that information will be factored into the design considerations in order to meet the requirements under the <i>Canadian Navigable Water Act</i> and consultation with Transport Canada.</p> <p>*██████████ thanked ██████████ for the information, and asked if she could continue to contact the project team through the 1-800 number posted on the website.</p> <p>*██████████ stated she can continue to call the 1-800 number or send a message to the Project email, whatever she is most comfortable with.</p> <p>██████████ closed comment.</p>
CT453	██████	To: Project Team From: ████████	Email: ██████████	Support for BBP Wildlife concerns	Friday, April 22, 2022	<p>Hello,</p> <p>I am a resident of ██████████ and support the plans for the new highway. However, I am also an advocate for wildlife, and my question is whether there will be corridors (tunnels) under the roads in various places to allow wildlife safe passage. Considering the highway will pass through wetlands, we must ensure that turtles, frogs, and even large mammals such as deer, fox and coyotes are able to travel safely (and avoid potential accidents with vehicles which can be dangerous to drivers too).</p>	<p>Hello ████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your support for the Bradford Bypass.</p> <p>Environmental and design studies are currently being undertaken to identify and evaluate potential impacts of the Project and recommended mitigation measures to reduce these impacts. One of the studies involves a Terrestrial Ecosystem Existing Conditions and Impact Assessment, which will look at wildlife and wildlife habitat through the Study Area. As part of this study,</p>

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						<p>These eco-passages have been reported many times in the past, and they are proven to work. Here is one example of a recent article: https://ca.news.yahoo.com/road-kill-frogs-overpass-ecopassages-construction-ontario-wildlife-194554639.html</p> <p>I would be happy to receive any information on plans to build these infrastructures to benefit wildlife and people.</p> <p>Thank you!</p> <p>■■■■■</p>	<p>wildlife passage requirements will be identified, and recommendations incorporated into the design. This may involve modification to proposed watercourse crossings to include space for wildlife or identifying select locations where dedicated wildlife passage may be beneficial. A list of studies being undertaken can be found on the Project Website https://www.bradfordbypass.ca/overview/.</p> <p>The results of these studies will be presented during the next Public Information Centre (PIC) #2 and documented in the Environmental Conditions Report (ECR) and an Environmental Impact Assessment Report (EIAR).</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the ECR, PIC #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT454	■■■■■	To: Project Team From: ■■■■■ ■■■■■	Email: ■■■■■	New stakeholder comment form	Saturday, April 23, 2022	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>■■■■■</p> <p>--- Title ---</p>	<p>Hello ■■■■■</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The preferred alternative will be presented during the next Public Information Centre (PIC#2). Based on the preferred alternative, preliminary construction staging and sequencing for the Bradford Bypass will be developed, taking into consideration access along local roads and properties within the project limits. The</p>

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						<p>Resident</p> <p>--- Department/ Organization ---</p> <p>██████████</p> <p>--- Email ---</p> <p>██████████</p> <p>--- Phone Number ---</p> <p>██████████</p> <p>--- Mailing Address ---</p> <p>████████████████████</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>Queries about #1 Sequence of road closures south of ██████████</p> <p>#2 Continued ability to drive west on 9th line during construction and after project completion</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No</p>	<p>Ministry works with local municipalities and emergency services to establish access criteria as part of the traffic management plan during construction. Wherever possible, access is maintained through temporary lane reductions or clearly defined detour routes. The detailed construction staging and sequencing will be determined during future stages of detail design and adapted during construction.</p> <p>We have added your contact information to the Project Contact List and you will be notified through email of future milestone events including filing of the Environmental Conditions Report (ECR), 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT455	█	To: Project Team From: █	Email: █ Phone: █	Add to contact list	Saturday, April 23, 2022	I would like to be on the emailing list for this project please █	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the Existing 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT456	█	To: Project Team From: █	Email: █ Phone: █	Impacts to Marsh	Monday, April 25, 2022	<p>Email: I am a Bradford resident and am looking to speak to a representative on the Bradford Bypass project, to clarify whether a specific location is being affected.</p> <p>The location is the marsh that is at the end of Industrial Road, just off Disette, in Bradford.</p> <p>There have been pipes installed, I watched them being installed and I fear the marsh is being drained presently, in preparation for the Bypass! The wild life will return, year after year, to the marsh. The Bradford marshes are well known for the abundance of nature, from birds</p>	<p>* █ called █ on April 26, 2022. █ confirmed she was on the line.</p> <p>* █ confirmed with █ that she had phoned and emailed regarding the location of the marsh that is at the end of Industrial Road (Refer to map).</p> <p>█ stated yes it's the location beside the two factories at the end of Industrial Road.</p> <p>█ informed █ that the Technically Preferred alignment does not go through that marsh.</p>

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						<p>species to frog varieties, turtles and so much more!</p> <p>My notice advises that I can reach out and ask my questions and have my concerns heard. I am glad I have this opportunity to discuss the potential destruction of our marsh. Thanks for your attention.</p> <p>Phone: "Hi there I live in Bradford, my names [REDACTED] [REDACTED] My phone number is [REDACTED] and I'd like for somebody to call me back. I got my notice in the mail and your email and phone number here if I have any questions to call you and that's what I'm doing. I'm calling to confirm exactly the route of the Bypass, I don't want to go into a long story because there's a few questions in it so if someone can call me back they can clarify the area it will be running through. I know it's on the website but I'm asking a specific location. Okay so I'd really appreciate if somebody can call me back. Thank you."</p>	<p>* [REDACTED] indicated she is glad to hear that because she goes on walks in this area, and enjoys the nature and seeing the wildlife come back every year.</p> <p>* [REDACTED] asked if the alignment is going to go through Scanlon Creek Conservation Area.</p> <p>[REDACTED] stated Scanlon Creek Conservation area is north of 9th Line, and does not fall within the alignment of the Technically Preferred Route.</p> <p>* [REDACTED] thanked [REDACTED] for calling her back and clarifying the route. [REDACTED] stated she has difficulties reading the online maps, so appreciates it when someone can explain it to her.</p> <p>[REDACTED] closed comment.</p>
CT457	[REDACTED]	<p>To: Project Team</p> <p>From: [REDACTED] [REDACTED]</p>	<p>Email: [REDACTED]</p>	<p>New stakeholder comment form</p> <p>Navigational concerns</p>	Tuesday, April 26, 2022	<p>1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name --- [REDACTED]</p> <p>--- Email --- [REDACTED]</p> <p>--- Phone Number --- [REDACTED]</p> <p>--- Mailing Address ---</p>	<p>Hello [REDACTED]</p> <p>Thank you for your comments on the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team appreciates and thanks you for the information you have provided regarding navigational uses. Please clarify if the 8 metres is a vessel height, length, or required bridge clearance. We would appreciate receiving additional vessel information in order to best understand what design accommodations are to be considered for the height of bridge span over the rivers. Vessel information will be considered as part of design considerations in order to meet the requirements under the <i>Canadian Navigable Water Act</i> and to facilitate consultation with Transport Canada.</p> <p>We have added your contact information to the Project Contact List, so you will be notified through email of future milestone events including filing of the</p>

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						<p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>Navigation on Holland River is of concern. Not only during any construction phase of project but main concern is ability to navigate with vessel over 8m in size for any future bridges. Currently bridge at Queensville sideroad in River Drive Park is limit for southbound vessel traffic due to bridge height. A similar structure north of River Drive Park community will be a problem for vessel traffic from residences and two commercial marinas that have vessels larger than 8m currently navigating the river northbound for commercial and recreational purposes.</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>Yes</p> <p>--- If Yes, please indicate the vessel type(s) used: --</p> <p>-</p> <p>Motorized Boats >8m</p>	<p>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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT458		To: Project Team From:	Email:	Environmental Assessment	Tuesday, April 26, 2022	<p>Is a current environmental assessment being conducted, or is the EA from 2002 being used to support this project?</p> <p>An EA that is 20 years old should NOT be used to justify such a controversial project!!!</p> <p>Opponents of this project have every right to demand an up to date EA!!!</p>	<p>Hello</p> <p>Thank you for your comments on the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p>

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						<p>Please respond! Thank you!</p> <p>██████████</p>	<p>The Project Team conducted preparatory work in 2020 for the Bradford Bypass which is available on the Project Website (https://www.bradfordbypass.ca/overview/):</p> <p>The reports included the following:</p> <ul style="list-style-type: none"> • Contamination Overview Study; • Cultural Heritage Resource Assessment Report; • Fish and Fish Habitat Existing Conditions Report; • Land Use Factors Existing Conditions Report; • Terrestrial Ecosystems Existing Conditions Report; and • Draft Archaeological Assessment Report. <p>The project-specific assessment of environmental impacts is being currently undertaken in accordance with Ontario Regulation 697/21. The study is a streamlined assessment process which will carry forward previous environmental commitments made during the 2002 Route Planning and Environmental Assessment Study. Under the regulation, MTO is committed to gathering current information about environmental conditions, predict and mitigate potential impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous communities, and document decision-making. Other provincial and federal legislative and permitting processes would still apply.</p> <p>As part of the current study, MTO is undertaking 15 environmental studies to 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. To view the full list of studies being conducted, please visit the Project website (https://www.bradfordbypass.ca/overview/).</p> <p>The results of these studies will be presented during the next Public Information Centre (PIC#2) and documented in a draft Environmental Conditions Report (ECR) and draft Environmental Impact Assessment Report (EIAR), which will be filed for a public review period.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events</p>

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							<p>including filing of the ECR, PIC #2, filing of the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any additional questions, please reach out to the Project Team at your earliest convenience.</p>
CT459		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Support for BBP	Wednesday, April 27, 2022	<p>Hi Team Bradford Bypass,</p> <p>We strongly support this project and believe it shall start sooner than later.</p> <p>With the residents from the south are moving further north. The bypass will attract more people move to South Simcoe county. History has proven traffics affect economy.</p> <p>East and West Gwillimbury need the population and economy to advance the urban planning.</p> <p>We look forward to hearing when the project takes action.</p> <p>Regards,</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your support for the Bradford Bypass.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the Existing 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

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							Sincerely,
CT460		To: Project Team From:	Email:	Support for BBP	Saturday, April 20, 2022	Please make the Bradford Bypass happen, we NEED this, the Province needs this. 	<p>Hello</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your support for the Bradford Bypass.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including filing of the Existing 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-PIS-01		To: Project Team From:	Email: 	Mark-ups	Wednesday, April 20, 2022	*Forwarded Project Team notification email to Simcoe circulations and Rogers for mark-up requests. CC'd Project Team "Please find mark-up requests"	No response required.
CT-PIS-02		To: Project Team From:	Email: 	LSRCA Comments	Wednesday, April 20, 2022	<p>Good afternoon:</p> <p>Thank-you for consulting the on the Preliminary Design: Interchange Consideration as part of the Bradford Bypass EA.</p> <p>The general location for the proposed interchange at Sideroad 10, in between Line 8 and Line 9 in the Town of Bradford-West Gwillimbury includes the following natural hazards and environmental features:</p> <ul style="list-style-type: none"> Floodplain and erosion hazards associated with Frazer Creek watercourses, and unevaluated wetland. Woodland and Simcoe Greenland Ecologically Significant Groundwater Recharge areas identified under the Lake Simcoe Protection Plan (LSPP). <p>The general location for the proposed interchange at 2nd Concession, south of Holborn Rd in the Town of East-Gwillimbury includes the following natural hazards and environmental features:</p> <ul style="list-style-type: none"> Floodplain and erosion hazards associated with Holborn Drain watercourse and Ravenshoe/Boag Drain watercourse, and unevaluated wetland. The LSRCA does not have floodplain mapping or modelling for the Ravenshoe/Boag drain so MTO will need to complete a HEC-RAS analysis to delineate the floodplain and determine flood elevations. Holland River Marsh ANSI, located north of Holborn Rd and West of 2nd Concession. York Region Significant Woodland. 	<p>Hello</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21, and for providing comments on behalf of LSRCA.</p> <p>The Preliminary Design for the Bradford Bypass project is still being undertaken and will complete several comprehensive studies related to the natural, socio-economic, cultural environment, and engineering design. These studies will update and document existing conditions, identify and evaluate potential impacts of the project and recommend mitigation measures to reduce these impacts to meet current environmental legislative requirements. For stormwater management controls, the project will follow the Ministry of the Environment, Conservation and Parks Stormwater Management guidelines, and will consider LSRCA's guidelines where appropriate.</p> <p>Thank you for providing the information on natural hazards, environmental features and mapping at the proposed interchanges, as well as the list of suggested avoidance and mitigation measures. We have circulated this information to the appropriate technical disciplines for consideration of project-specific environmental impacts. Additionally, the location of the natural hazards and environmental features identified at 10th Sideroad and 2nd Concession Road will also be documented and taken into consideration as part of these studies. Thank for further clarification on the HEC-RAS modelling information. This analysis is being carried out as discussed at the February 17, 2022 meeting with LSRCA.</p> <p>The results of these studies will be presented during the next Public Information Centre (PIC) #2 anticipated to be</p>

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						<ul style="list-style-type: none"> Protected Countryside under the Greenbelt Plan. Ecologically Significant Groundwater Recharge area as identified under the Lake Simcoe Protection Plan (LSPP). <p>Maps are attached showing the above hazards and features.</p> <p>The [REDACTED] provides the following suggestions to avoid or mitigate impacts associated with the proposed interchanges:</p> <ul style="list-style-type: none"> Wherever possible, the floodplains, valleylands and wetlands be spanned to avoid impacts to the features. Any significant woodlands be avoided or impact mitigated. Existing drainage and conveyance be maintained and or improved with no change to upstream or downstream flows. Quantity and quality storm water management controls be implemented to avoid impacting erosion, floodplains or pollution in accordance with LSRCAs Stormwater Management Guidelines. Any fill placement in the floodplain be avoided or compensated for with an incremental cut. Proper erosion and sediment control measures be undertaken to prevent sediment migration and impact to watercourses. <p>Given the Ministry of Transportation is performing its functions for or on behalf of the Government of Ontario, Section 28 of the <i>Conservation Authorities Act</i> is not applicable. However, we recommend further consultation through the detailed design or environmental discipline studies which will be carried out through the design including:</p> <ul style="list-style-type: none"> Drainage and Hydrology; 	<p>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 Bradford Bypass Project Team will continue to consult with the LSRCAs and environmental agencies throughout the Preliminary Design of the Bradford Bypass. In accordance with Ontario Regulation 697/21, LSRCAs 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 LSRCAs for detail design and construction.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including publication of the ECR, PIC #2, the EIAR, and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (https://www.bradfordbypass.ca/) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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						<ul style="list-style-type: none"> • Floodplain Studies; • Erosion and Sediment Control; • Fish and Fish Habitat Existing Conditions and Impact Assessment Report; • Fluvial Geomorphology; • Groundwater Impact Assessment; • Landscape Plan; • Environmental Impact Studies; • Engineered Drawings • Grading Plans <p>1 [REDACTED] [REDACTED]</p>	
CT-PIS-03	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Support of 10 th Sideroad interchange	Sunday, April 24, 2022	<p>Hi,</p> <p>I am [REDACTED] resident.</p> <p>I think the 10 side road interchange is essential to balance the local traffic in the town of bradford. It will also benefit to the long-term development of Bradford area.</p> <p>Regards, [REDACTED]</p>	<p>Hi [REDACTED]</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your support for the proposed interchange at 10th Sideroad.</p> <p>We have added you the Project Contact List and you will be notified through email of future milestone events including the publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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							<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>
CT-PI5-04		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Interchange considerations	<p>Monday, April 25, 2022</p>	<p>i could not find a comment form specific to your request for input on the Bradford bypass interchange considerations. Hence this email.</p> <p>Working from east to west:</p> <p>There is no business case at present, nor cost benefit analysis I can see for the interchanges at Leslie, (too close to the 404 exchange), the 2nd concession (even future development will not make this viable; and less iffy , at the Bathurst street interchange (nothing north and limited access south). The exchange at the 10th has some merit, but given how close it is to the 400, seems a bit redundant. I am sure MTO is aware of all of this, but given the local politics is doing its due diligence. As a local taxpayer, I feel the extra costs and disruption are not justified. If compromise is required, then the 2nd would be fit.</p> <p>It would be useful if your requests or comments were structured in a format on line.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21..</p> <p>Comments may be submitted to the Project Team through the Project email (projectteam@bradfordbypass.ca) at any time.</p> <p>The Bathurst Street and Leslie Street interchanges were identified in the 2002 Approved Environmental Assessment which was developed, evaluated, and selected through that evaluation process.</p> <p>MTO is developing and considering the feasibility of interchanges at 10th Sideroad and 2nd Concession Road as part of the Preliminary Design based on feedback received from municipal staff and councils in 2020. It was requested that interchanges be considered at these locations based on municipal and regional development and transportation planning within Simcoe County and York Region. For each interchange, configuration options are also being considered as shown in the materials for the Preliminary Design interchange considerations for 10th Sideroad and 2nd Concession Road on the Project Website (https://www.bradfordbypass.ca/wp-content/uploads/2022/04/2022-21-04_MTG-PublicConsultationInterchanges.pdf).</p> <p>The interchanges will be evaluated through a reasoned-argument method to consider the five broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment. Your feedback, along with others received</p>

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							<p>through consultation, will be incorporated into the evaluation as part of these factors. The interchange evaluation will consider highway geometrics, traffic modelling, and structural and environmental factors.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR) and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>
CT-PIS-05		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Utility location	Tuesday, April 26, 2022	<p>Hello,</p> <p>[REDACTED] has no underground infrastructure in the area of your proposed work</p> <p>Thank you,</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have made note that TELUS has no underground infrastructure surrounding the Study Area of the proposed works.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including publication of the</p>

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							<p>Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (https://www.bradfordbypass.ca/) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p>
CT-PIS-06		To: Project Team From:	Email:	2 nd Concession Road Interchange	Tuesday, April 26, 2022	<p>As a homeowner living just off the of the proposed Bradford Bypass I am very interested in this process and would appreciate being included in all correspondence being made available to residents.</p> <p>I am having difficulty understanding the logic behind a proposed interchange at the 2nd Concession as it would only be about 3 km from the end of the Bypass at Hwy 404. I am not sure why anyone travelling on the Bypass would want to exit at the 2nd Concession because it is simply a rural residential road. Anyone from this area wanting to access the Bypass could just as easily do so from the 404 via either Green Lane or Queensville Road and another interchange to come at Doane Road. Further, as the 2nd Concession is a narrow 2 lane road both north and south of the proposed interchange I anticipate considerable investment would be required to upgrade the feeder roads. This would also likely require significant engineering to reduce the grade of the hill on 2nd Concession between Doane Road and Algonquin Forest Drive.</p>	<p>Hello</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21.</p> <p>MTO is developing and considering the feasibility of interchanges at 10th Sideroad and 2nd Concession Road as part of the Preliminary Design based on feedback received from municipal staff and councils in .</p> <p>Through consultation with York Region and the local municipalities, it has been requested that MTO specifically consider including an interchange at 2nd Concession Road based on municipal and regional development and transportation planning. Since the 2002 Approved Environmental Assessment, the Region has continued to update their Transportation Master Plan and consider future planning improvements to 2nd Concession Road.</p>

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						<p>Thank you for the opportunity to express my concerns.</p> <p>██████████</p>	<p>MTO is evaluating the interchanges considering five broad factors for the selection of the interchange design for the Bradford Bypass, including: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment. The Project Team will continue to consult with and work closely with the municipalities throughout design and construction to coordinate municipal road improvements with the Bradford Bypass.</p> <p>The preferred interchange configuration at 2nd Concession Road will be presented at Public Information Centre (PIC) #2, which will highlight the overall preferred Preliminary Design.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), PIC #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p>
CT-PIS-07	██████████	To: Project Team From: ██████████	Phone: ██████████ Email: ██████████	Support for 2 nd Concession	Wednesday, April 27, 2022	<p>"Hey good morning my name is ██████████ and I live on ██████████ and that's just off ██████████ so just ██████████ of proposed interchange with the Bradford Bypass. My personal opinion is I think this is long overdue, and I will support anything that will speed this process up. The 2nd Concession is already</p>	<p>No Further Action Required</p> <p>"██████████ called ██████████ on April 28, 2022. ██████████ confirmed he was on the line.</p>

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						<p>upgraded to 4 lanes for most of the distance and it would only require a short connection to get to the interchange. I think an interchange should be put there on 2nd Concession. I would like to be kept informed of your preliminary work or any information available and my number is [REDACTED]. My mailing address is [REDACTED]. Thank you for your co-operation in this matter and I wish speedy success. Thank you, bye bye."</p>	<p>* [REDACTED] informed [REDACTED] she is calling him to let him know the Project Team received his phone call and appreciates his support for the project.</p> <p>* [REDACTED] informed [REDACTED] that the Project Team provides updates for the Project predominantly through email. [REDACTED] asked [REDACTED] is he'd like to provide his email to be added to the Project Contact List.</p> <p>* [REDACTED] stated he does not have an email, but will call if he has any questions or concerns.</p> <p>* [REDACTED] informed [REDACTED] he can also visit the project website (www.bradfordbypass.ca) to see the Project updates.</p> <p>* [REDACTED] asked what the timeline for the Project is.</p> <p>* [REDACTED] stated the Project is currently in the Preliminary Design phase, which is expected to be completed early 2023. Detail Design and Construction will follow, but F.Hamdan can not comment on the timeline of these phases.</p> <p>* [REDACTED] thanked [REDACTED] for calling him, and wanted the Project Team to know there's a lot of people in the area that support the Project.</p> <p>* [REDACTED] thanked [REDACTED] for providing this information and closed comment.</p>
CT-PIS-08	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Utility infrastructure	Thursday, April 28, 2022	<p>Hi,</p> <p>[REDACTED] has no plant within [REDACTED] of proposed work-NO CONFLICT</p> <p>Sincerely,</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have made note that GT has no proposed work within 2m of the Study Area.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including publication of the</p>

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							<p>Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (https://www.bradfordbypass.ca/) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p>
CT-PIS-09		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Utility infrastructure	Friday, April 29, 2022	<p>Good morning,</p> <p>[REDACTED] has no existing plant in the area indicated in your submission. No markup and no objection. Thank you.</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Preliminary Design Interchange Considerations for the Bradford Bypass, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have made note that Zayo has no existing plant surrounding the Study Area of the proposed works.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

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							<p>We encourage you to visit the Project Website (https://www.bradfordbypass.ca/) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p>
CT-PIS-10		To: Project Team From: [REDACTED]	Email: [REDACTED]	[REDACTED]'s comments	Tuesday, May 3, 2022	<p>Good afternoon,</p> <p>Please find attached a letter with comments from [REDACTED] on the interchange considerations for the Bradford Bypass project.</p> <p>I also wanted to let you know that a few people within our ministry are finding that most Bradford Bypass correspondence ends up in our Junk email folder. I am not sure if you have received this feedback from others and if there is anything that can be done to fix this in the future.</p> <p>Thank you, [REDACTED]</p> <p>Comment Dear Mr. [REDACTED]</p> <p>Thank you for providing the [REDACTED] with the Notice of Consultation for Preliminary Design Interchange for the Bradford Bypass. MHSTCI's interest in this project relates to its mandate of conserving Ontario's cultural heritage, which includes: archaeological resources, built heritage resources, and cultural heritage landscapes.</p> <p>Under the Environmental Assessment (EA) process, the proponent is required to determine a project's potential impact on known and potential cultural heritage resources.</p> <p><u>The Standards and Guidelines for Conservation of Provincial Heritage Properties (S&Gs), prepared</u></p>	<p>Hello [REDACTED]</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21.</p> <p>Thank you for informing us the correspondences from the project email are going to junk inboxes. The Project Team will investigate this issue to see if there are any changes we can make to avoid this from occurring in the future.</p> <p>The Project Team is updating the Stage 1 Archaeological Assessment report to address [REDACTED] comments. Through the Preliminary Design, MTO continues to complete Stage 2 Archaeological Assessments. The results of these assessments will include any archaeological findings for the interchanges at 10th Sideroad and 2nd Concession Road, and will be documented in Stage 2 Archaeological Assessment Report(s) for the project. Based on the findings of the Stage 2 investigations, MTO will advance Stage 3 and Stage 4, with involvement from Indigenous Nations. The archaeological assessment documentation will be provided to Indigenous Nations for review and consideration, then submitted to the [REDACTED] for review and acceptance.</p> <p>The Project Team has consulted with [REDACTED] regarding the Cultural Heritage Resource Assessment Report (CHRR) prepared in 2020. The 2020 CHRR for the</p>

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						<p>pursuant to Section 25.2 of the Ontario Heritage Act (OHA), came into effect on July 1, 2010. All Ontario ministries and public bodies prescribed under Ontario Regulation 157/10 must comply with the S&Gs. They apply to property that is owned or controlled by the Crown in right of Ontario or by a prescribed public body</p> <p>██████████ is aware that this project is subject to O.Reg 697/21, which prescribes project-specific assessment of environmental impacts, including consultation requirements.</p> <p>Project Summary The Ministry of Transportation (MTO) has retained AECOM to undertake a Preliminary Design and project-specific assessment of environmental impacts in accordance with O.Reg 697/21. In response to municipal requests, the project team is now evaluating the feasibility of two additional interchanges at 10th Sideroad and 2nd Concession Road as part of the Preliminary Design.</p> <p>Comments These comments focus on the two interchanges and the slide deck that was posted on the project website on April 21, 2022. Technical studies were not provided on the project website.</p> <p>The slide deck says that cultural heritage is one of the criteria that will be used to evaluate the refinements and alternatives related to these interchanges.</p> <p>We note that the Stage 2 archaeological assessment (AA) (██████████) that is being prepared for this project has not been submitted to MHSTCI for review. Without this information MHSTCI is not able to comment on the two interchanges under consideration. The Stage 2 AA will identify which areas will require further archaeological assessment across the entire project location, which would be of assistance when comparing the impacts of different interchange configurations and locations. We strongly recommend that a finalized</p>	<p>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, an updated Stage 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.</p> <p>In recognition of the culturally significant features that are known, or may be discovered within the Study Area, MTO will continue to consult with MHSTCI throughout the Preliminary Design and as the project advances through detail design and construction. If you wish to meet with the Project Team to discuss specific archaeological or cultural heritage aspects of the project, we can look for opportunities to meet with you.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including publication of the ECR, PIC #2, the EIAR, and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via</p>

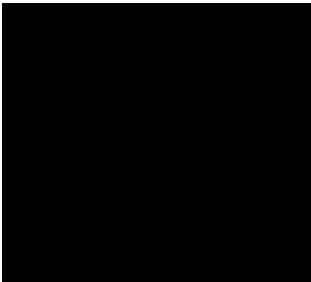
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						<p>stage 2 AA is used to inform decisions about these interchanges.</p> <p>Similarly, MHSTCI recommends that a Cultural Heritage Resource Assessment Report (CHRAR) is used to inform decisions about the interchanges. Based on correspondence from the Bradford Bypass Project Team on March 17, 2022, it is our understanding that a CHRAR is being prepared. We recommend that this report is prepared in time to inform decisions about the interchanges.</p> <p>Thank you for consulting MHSTCI on this project and please continue to do so throughout the process. It may be beneficial for MTO and MHSTCI to meet to discuss reporting plans and expectations for both the Early Works and Bradford Bypass Project. Please do not hesitate to contact me to set up a meeting.</p> <p>Sincerely,</p> <p>██████████ ██</p>	<p>Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (https://www.bradfordbypass.ca/) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>
CT-PIS-11	██████████	<p>To: Project Team</p> <p>From: ██████████ ██████████</p>	Email: ██████████	Against the interchanges and BBP	Wednesday, May 4, 2022	<p>1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>████████████████████</p> <p>--- Title ---</p> <p>████████████████████</p> <p>--- Department/Organization ---</p> <p>████████████████████</p>	<p>Hello ██████████</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21.</p> <p>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>

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						<p>--- Email ---</p> <p>[REDACTED]</p> <p>--- Phone Number ---</p> <p>[REDACTED]</p> <p>--- Mailing Address ---</p> <p>[REDACTED]</p> <p>--- 2) Please provide your feedback on the interchange alternatives that will be designed for 10th Sideroad and 2nd Concession Road. ---</p> <p>5 interchanges in addition to the ones at highway 400 and 404 seems excessive for a 15K long Rd. One at Yonge St and 2nd Conc would be sufficient even when population increases. I don't understand why one is being considered for Leslie St when it is so close to the 404. The least land intensive interchanges would be best but I don't like partial interchanges they are frustrating you are always wanting the part that does not exist. In the US they have much more minimalist interchanges when they are not highway to highway. Smaller versions of your diamond interchanges. I realize they wouldn't meet Ontario highway standards, but your standards are excessive in the extreme in the land they use. Of course my overall preference would be that the highway NOT be built.</p>	<p>In developing the interchange designs, MTO follows the Ontario highway design standards and guidelines; the Transportation Association of Canada's Geometric Design Guide for Canadian Roads; the corresponding MTO supplement for that document; and, other relevant supporting manuals, guidelines, documentation. These standards take into account a variety of criteria such as human factors, roadside safety, traffic operations, and collision analysis.</p> <p>The interchanges will be evaluated through a reasoned-argument method to consider the five broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment. Your feedback, along with others received through consultation, will be incorporated into the evaluation as part of these factors. The interchange evaluation will also consider highway geometrics, traffic modelling, and structural and environmental factors.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (https://www.bradfordbypass.ca/) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT-PIS-12	████	To: Project Team From: ██████████	Email: ██████████	Utility infrastructure	Wednesday, May 4, 2022	<p>Please see the attached for H ██████████</p> <p>██████████</p> <p>Response May 04, 2022</p> <p>Re: Highway 400 - Highway 404 link Bradford Bypass</p> <p>Attention: ██████████ Project Manager Ministry of Transportation</p> <p>Thank you for sending us notification regarding (Highway 400 - Highway 404 link Bradford Bypass). In our assessment, we have confirmed that we have no concerns with the two interchange options, but we will need to continue the conversation around the overall impacts of the bypass on Hydro assets.</p> <p>As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.</p>	<p>Hello,</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have made note that Hydro One has no concerns with the proposed works at 10th sideroad and 2nd Concession.</p> <p>Please note the MTO Project Manager for the Bradford Bypass project has changed. All future letters should be directed to ██████████</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR) and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (https://www.bradfordbypass.ca/) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p>
CT-PIS-13	████	To: Project Team	Email: ██████████	Opinion on new interchanges	Wednesday, May 4, 2022	<p>1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study</p>	<p>Hello ██████████</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass</p>

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		From: [REDACTED]				<p>progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Email ---</p> <p>[REDACTED]</p> <p>--- 2) Please provide your feedback on the interchange alternatives that will be designed for 10th Sideroad and 2nd Concession Road. ---</p> <p>10TH SIDEROAD</p> <p>I think an interchange is definitely warranted here.</p> <p>Full access should be provided to and from the highway (ramps for all travel directions). Therefore, Alternative 3 should not be carried forward.</p> <p>Alternative 1 preferred. Provides the best traffic operations.</p> <p>However, if Alternate 2 is to be used, the ramps should be located on the west side of the 10th Sideroad rather than the east side to minimize property impacts where there are existing built-up structures.</p> <p>In order from most to least favourable: 1, 2, 3</p> <p>2ND CONCESSION</p> <p>I am unsure if I think an interchange is needed here as the 2nd Concession is currently a low volume rural road, and the current surrounding land uses are for agriculture. However, I may be oblivious to urban/suburban development plans that may or may not exist for this area, and my comments on whether an interchange is needed here should be taken lightly. However, the right-of-way for a potential interchange should definitely be secured regardless.</p> <p>If an interchange were to be built here, Alternative 2 would make the most sense, as the existing low traffic volumes do not warrant separate northbound and southbound highway entrance ramps. However, if traffic volumes on</p>	<p>Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your comments on the proposed interchanges and the alternatives presented.</p> <p>MTO is developing and considering the feasibility of interchanges at 10th Sideroad and 2nd Concession Road as part of the Preliminary Design based on feedback received from municipal staff and councils in 2020. It was requested that interchanges be considered at these locations based on municipal and regional development and transportation planning within Simcoe County and York Region. Interchange configuration refinements at the proposed locations within the Study Area are being considered based on five broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment. Each design alternative presented was developed to meet highway standards such as sight distance, weaving distance, and other governing criteria. The Project Team considers the design standards in a balanced approach to other constraints, including property impacts.</p> <p>Your feedback aligns with MTO's plans for evaluating interchange design, and will be taken into consideration, along with other feedback received, for evaluation of the interchange alternatives for 10th Sideroad and 2nd Concession Road, and future design refinements.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>





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						<p>the 2nd Concession were to increase, the Parclo A2 as seen in Alternative 2 could be easily reconfigured into the Parclo A4 as seen in Alternative 1.</p> <p>No comment on Alternative 3 other than it is the least preferred in my opinion.</p> <p>In order from most to least favourable: 2, 1, 3</p>	<p>We encourage you to visit the Project Website (https://www.bradfordbypass.ca/) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p>
CT-PIS-14		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Support for Bathurst Street Interchange	Thursday, May 5, 2022	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>[REDACTED]</p> <p>--- Email ---</p> <p>[REDACTED]</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>My vote is for the interchange at Bathurst.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your expressed support for the Bathurst Street interchange. The preferred Preliminary Design will be presented at the next Public Information Centre (PIC), following the completion of on-going interchange evaluations.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), PIC #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
							The Bradford Bypass Project Team
CT-PIS-15		To: Project Team From: [REDACTED]	Email: [REDACTED]	East Gwillimbury comments	Friday, May 6, 2022	<p>To whom it may concern,</p> <p>The Town acknowledges that all 3 Alternatives have an impact to adjacent properties and note that the block highlighted in red in the sketch below, is the future York Region Water Reclamation Centre site. The Town prefers the alternative that minimizes impact on adjacent properties and the developable and natural areas.</p>  <p>Further clarity on residual land use capability and location of appropriate driveway entrances, specifically for [REDACTED] Rd would be appreciated.</p> <p>Regards,</p>	<p>Hello [REDACTED]</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21.</p> <p>Your feedback will be taken into consideration on the interchange design refinements and alternatives presented. Through previous consultation with East Gwillimbury and York Region, the Project Team is aware of the future studies for the Upper York Sewer Solution (UYSS) and appreciates further confirmation of the proposed water reclamation centre on 2nd Concession Road.</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> <p>We thank you for East Gwillimbury's continued participation in the study. As a primary contact, you will continue to be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), PIC #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p>

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							<p>We encourage you to contact the project team and visit the Project Website (https://www.bradfordbypass.ca/) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT-PIS-16		<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Comments on PIS event	<p>Saturday, May 7, 2022</p>	<p>Attention: Regional and Municipal Clerks. Please include this in the correspondence for the next council meeting dealing with any of the following topics. Transportation Master Plan, Official Plan or Bradford Bypass. Thank you.</p> <p>Good afternoon. Project Team:</p> <p>We respectfully submit our comments concerning the items for consultation posted on your project website for the two week period April 21, 2022 to May 5, 2022.</p> <ol style="list-style-type: none"> 1 We question why the Interchange Considerations were only available for consideration for such a short period. Would a 30 day review period have been that problematic for your team? 2 The public has little or no knowledge about the design and implementation of various interchange configurations. This is the only issue you were apparently consulting on. This type of consultation may permit you to "tick" a box on a consultation checklist but it otherwise serves little real purpose. 3 The real question you should be consulting on is: Should we add interchanges at 10th Sideroad and 2nd Concession? And if we do add interchanges there, are there other 	<p>Dear [REDACTED]</p> <p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21. We have provided the following information in response to your detailed and thoughtful comments and feedback, which has been received on May 7, 2022 as part of the consultation event for the recent interchange considerations at 10th Sideroad and 2nd Concession Road. In recognition that some of questions are similar in nature to previous comments or questions, submitted to the Project Team, we hope that the information here provides additional clarity and addresses the specific feedback on the interchange consultation event.</p> <p>Consultation Process – Interchange Consultation Event The Preliminary Design Interchange Considerations Event materials were available for a two-week review period, in place of a one day in-person event. This was intended to allow people the flexibility to review the information at any time between April 21 and May 5, 2022. While this was the focused duration of the event to be considered as part of the evaluation, the materials remain on the project website and comments can be submitted at anytime during the study. Feedback received throughout the study is considered as part of the overall project and are factored into the environmental and engineering evaluation of the proposed design and configurations options. The interchange considerations will be presented in the Draft Environmental Conditions Report (ECR), with a</p>

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						<p>interchanges, such as Leslie St, where a proposed interchange can or should be removed?</p> <p>Discussion</p> <p>We leave it to the consultants to address items 1 and 2 above. With respect to item 3, this is really a major policy question. Originally this freeway was proposed to address MTO's mandate to provide high speed roadways to serve long distant travel. MTO made it very clear in its December 1997 EA Study Report that it was MTO's policy to not mix local (including short distance inter-regional) traffic with long distance traffic. That policy was the reason for approving this highway. At that time, there was no direct highway connection between Highways 400 and 404 (or its planned extension to north of Newmarket as Highway 9 terminated at Davis Drive. The EA Study Report also made it abundantly clear that it did not address local travel requirements and that these were the responsibility of local governments.</p> <p>Today, as a consequence of the province's recent changes to the Greater Golden Horseshoe Growth Plan, the planned population in the area traversed by the Bradford Bypass will now be 4 times that which was originally anticipated in the 1997 EA Study Report. The new Municipal and Regional Official Plans, which are in the process of final approval, call for extensive expansion into what are known as white belt areas thus producing unsustainable levels of sprawl.</p> <p>Because these official plans do not focus on transportation centric "missing middle" development, the bulk of this new population will be automobile dependant. If the Bradford Bypass were not built, or it was located in a corridor south of Newmarket, there would be a compelling need for at least one, if not two new inter-region arterial roads. Our fact sheet, REASONS WHY WE NEED A TOTALLY NEW HOLISTIC STUDY NOT</p>	<p>preferred alternative presented at Public Information Centre (PIC) #2 and the evaluation presented in the Draft Environmental Impact Assessment Report (EIAR).</p> <p>The interchange design option information was presented in recognition of the request by local municipalities for interchanges at 10th Sideroad and 2nd Concession Road. Similar to other interchange alternatives on this project, design options with different footprints (size), and configuration of ramps (access) were developed and presented to solicit feedback from interested stakeholders and individuals.</p> <p>Public consultation is an on-going and adaptive part of the Preliminary Design and project specific assessment of environmental impacts. Future milestone consultation events where the public can learn more about the project and provide feedback include the filing of the draft ECR, PIC #2, and filing of the draft EIAR. The Project Team welcomes the extensive feedback that has been received thus far and continues to encourage all interested persons to submit their comments and feedback for consideration as part of the study.</p> <p>Interchange Design and Location Evaluations</p> <p>Thank you for this excellent question and personal insight into the evaluation process. This is consistent with the evaluation process that the Project Team is currently undertaking. As part of the Route Planning Study, interchanges were considered at each major road crossing. Based on information at the time, the number and location of interchanges was refined to advance those that were warranted based on information and need at the time (see Table 4-1 of the 2002 Approved Environmental Assessment).</p> <p>In consultation with local municipalities and regional government representatives during the current Preliminary Design study, it has been requested that MTO reconsider options to provide these two interchanges based on current transportation master planning and municipal planning efforts.</p> <p>MTO will evaluate the feasibility of interchanges at 10th Sideroad and 2nd Concession Road as part of the</p>

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						<p>RESTRICTED TO MTO'S MANDATE – addresses the need and justification for these types of roads in more detail. https://frogs.ca/wp-content/uploads/shared-files/Reasons-why-a-totally-new-holistic-study-which-is-not-restricted-to-MTO-is-needed-.pdf</p> <p>In light of this significant level of planned local / inter-regional travel demand, and in the absence of these proposed inter-regional arterial roads, the Bradford Bypass will be required to serve long distance high speed as well as local commuter-centered travel demands and local / interregional travel demands. We say this because, due to the major impact on Lake Simcoe caused by salt runoff and other contaminants, there will likely be no ability to expand any inter-regional roads across the Holland River from north of Queensville Sideroad to Lake Simcoe.</p> <p>Hence the addition of interchanges at both 10th Sideroad and 2nd Concession will be needed to handle all of this new planned travel demand. (Sprawl development is planned in both areas). The very fact that the highway will be built along this currently planned corridor will cause sprawl and thus increased travel demand. In the absence of these additional interchanges, the impact on existing roads adjacent to the Bypass will be overwhelming.</p> <p>The Bradford Bypass will have significant negative impacts to our natural environment while costing more per km than most highways due to the added costs of building this highway on structurally unsound substrate. At the end of the day, this highway will also not satisfy MTO's original planned objective of separating local from long distance travel. While our current politicians keep bragging about the travel time savings this highway will provide, this will not be the case during rush hours which is exactly the provinces proposed rationale for building this highway. Based on a study undertaken by Simcoe County, it is quite possible that, unless the Bradford Bypass</p>	<p>Preliminary Design. MTO will continue to engage with local municipalities and regional government representatives throughout the study .</p> <p>Preliminary Design Study and Process The purpose of the Bradford Bypass is to improve connectivity in the region by providing a northern freeway connection between Highway 400 and Highway 404, while also providing capacity to accommodate future demand in the region. This includes providing connections at local roads, where warranted, and accommodate long-distance traffic for those travelling along the provincial highway network. Evaluation for interchange connections between the highway and local roads takes into consideration updates to the Transportation Master Plans, Official Plans and traffic demand analysis for the region.</p> <p>MTO recognizes the need for consideration of current and future transportation and transit options to accommodate the expected growth in Simcoe County and Regional Municipality of York over the next 10 to 20 years. The Bradford Bypass has been proposed as one part of the response to this dramatic growth in population and travel demand in the area and to the forecasted increase in congestion on key east-west roadways linking Highway 400 to Highway 404. The Technically Preferred Route was selected based on highway network expansion, ease of construction, relationship to provincial and municipal land use planning (Official and Transportation Master Plans, <i>Places to Grow Act</i>), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered, and represents one element of many transportation options being developed by MTO to keep people and goods moving through the region and to address the expected long-term travel demand in the area. The location for the Bradford Bypass Technically Preferred Route was also identified in A Place to Grow: Growth Plan for the greater Golden Horseshoe (2020).</p> <p>Through the study, traffic modelling is carried out to evaluate potential alternatives with respect to traffic demand and level of service. This information is</p>

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						<p>is expanded to 6 lanes, the travel times will be significantly worse than we have today.</p> <p>We also recommend you eliminate the currently planned interchange on Leslie St. This goes through a rather quaint community which is not expected to be converted into sprawl development. An interchange here will destroy the sense of community in this area drawing more traffic onto Leslie St. from Keswick. This traffic could just as easily travel south on Hwy 404.</p> <p>As we have repeatedly said in the past, we strongly believe this is the wrong solution in the wrong location. Due to the huge, automobile dependant population planned in the vicinity of the Bradford Bypass corridor it is our strong recommendation that the travel demands to be generated in this area be served by arterial roads connecting existing roads on either side of the Holland River. These would be located to connect Bradford's 8th Line with Queensville Sideroad via Hochreiter Rd. and Bathurst St. and immediately south of Cook's Bay connecting Ravenshoe Rd. to Hwy 89 via Line 13 and 20th Sideroad.</p> <p>A controlled access highway to link Highways 400 with 404 would be built south of Newmarket along one of the "Outer Ring Road" routes depicted on MTO's Exhibit E-5 to their 1997 EA Study Report.</p> <p>Respectfully submitted.</p> 	<p>considered along with the evaluation of design, environmental, social, and cultural criteria. Geotechnical investigations are part of the structural design of the bridges and highway design to understand the foundational requirements of the project. MTO has undertaken a value engineering study through an independent consultant to further examine alternatives that may increase the value of the project in consideration of the design criteria and environmental constraints.</p> <p>MTO is advancing the Preliminary Design and completing an assessment of project-specific environmental impacts in accordance with Ontario Regulation 697/21. The local municipalities and regional governments continue to review and update their transportation master plans to reflect local transportation needs and provide recommendations and planning for roadway improvements within their jurisdiction. Alternatives that involve municipal and regional transportation planning for non-provincial roadways are beyond the scope of considerations for this study.</p> <p>We thank you for your strong interest in the project and providing valuable feedback to the Project Team. We look forward to your continued participation in the study.</p> <p>Sincerely,</p> <p>The Project Team</p>
CT-PIS-17		To: Project Team	Email: 	10 th Sideroad interchange	Monday, May 16, 2022	Good Afternoon:	Hello 

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		From: [REDACTED] [REDACTED] [REDACTED]				<p>We apologize for not replying by May 5, 2022 as requested in the Notice.</p> <p>We have previously advised that Interphase Developments Inc. owns property on both sides of Sideroad 10 as per the attached information.</p> <p>With respect to the interchange at [REDACTED] our first preference is to not provide an intersection. We believe the County Road 4, County Road 88 and 5th Line interchanges with the 400 series highways are adequate when you compare them to Barrie's 5 intersections and</p> <p>If an intersection is warranted we believe Alternative #2 is the better choice as it limits the number of properties required and at face value appears to be less costly than Alternative #1. The west side of SR 10 would be most suited to a pedestrian sidewalk under the Bypass to access Henderson Park which will be a very large Community Park.</p> <p>Your consideration of our comments would be appreciated.</p> <p>[REDACTED]</p>	<p>Thank you for your comments on the Preliminary Design Interchange Considerations for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, which is undertaken in accordance with Ontario Regulation 697/21. MTO accepts comments throughout the study, and acknowledges Interphase Development Inc's property ownership for the properties marked X in the map below, and notes concerns for the proposed interchange at 10th Sideroad. We appreciate your feedback for the alternatives under consideration.</p> <p>[REDACTED]</p> <p>MTO is developing and considering the feasibility of interchanges at 10th Sideroad and 2nd Concession Road as part of the Preliminary Design based on feedback received from municipal staff and councils in 2020. It was requested that interchanges be considered at these locations based on municipal and regional development and transportation planning within Simcoe County and York Region. For each interchange, configuration options are also being considered and 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>

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							<p>Thank you for advising us of your preference for Alternative #2 and the potential impacts to Interphase Developments Inc. properties. 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.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (https://www.bradfordbypass.ca/) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

May 2022 - Consultation Record

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CT338 Cont.	█	To: Project Team From: █	Phone: █ Email: █	Support for BBP	Monday, May 2, 2022	<p>"Yes I'm a business owner in █ and very much awaiting the beginning and completion of the Bradford Bypass so I have a lot of questions I'd like to ask as far as the route goes and Wednesday they're going to break some ground and you know it's been over 20 years I've been waiting for it so if someone could get back to me. █ that would be very much appreciated. My name is █ thank you."</p>	<p>*F. Hamdan called █ on May 4, 2022. █ confirmed he was on the line.</p> <p>*█ stated he owns a trucking company and is unable to send out his trucks during peak hours because of the increasing congestion in the area. Dan stated he's been waiting 20 years for the Bradford Bypass to be built.</p> <p>*█ acknowledged █'s support for the project and asked him if he had any questions.</p> <p>*█ stated he would like to know exactly how many kilometers North is the Bradford Bypass is from Queensville Sideroad and how far South it is from Holborn, specifically at Bathurst.</p> <p>*█ stated she does not have the exact km available, but if █ is willing to provide his email, she can add him to the Project Contact List and email him this information.</p> <p>*█ agreed, and provided his email (█ confirmed he was already on the project contact list and has been receiving updates).</p> <p>*█ stated he thought construction was commencing at the end of 2022.</p> <p>*█ clarified that MTO is advancing the Early Works, focused on a grade separated bridge crossing for the future Bradford Bypass at County Road 4 (Yonge Street), and this is the construction that is set to commence late 2022. F. Hamdan stated for the Bradford Bypass mainline, the Project is still in the Preliminary Design phase which is expected to be completed early 2023. Detail Design and Construction will follow, but F. Hamdan cannot comment on the timeline of these phases.</p> <p>*█ asked █ if he had further questions.</p> <p>█ stated no, and thanked █ for calling him back and providing the details for the Early Works.</p>

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							<p>██████████ stated she'll send ██████████ the kilometers he requested to the email he provided, and closed comment.</p>
CT338 Cont.	██████████	To: Project Team From: ██████████	Email: ██████████	Distance of BBP Support for BBP	N/A	<p>*Draft response for how many kilometers North the Bradford Bypass is from Queensville Sideroad and how far South it is from Holborn, based on phone call above.</p>	<p>Hello ██████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project team acknowledges and appreciates your support for the Bradford Bypass.</p> <p>Following up on your phone call with Fadwa on May 4, the anticipated centerline of the Bradford Bypass at the proposed Bathurst Street interchange is approximately ██████████</p> <p>██████████ Please refer to the Project Overview page and images from Public Information Centre (PIC) #1 that show the location of the Technically Preferred Route (https://www.bradfordbypass.ca/2021/04/02/1-project-overview/).</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), PIC #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT461	█	To: Project Team From: █	Email: █	Wildlife crossings	Tuesday, May 3, 2022	<p>Hello,</p> <p>I have some serious concerns about the impact on wildlife and species at risk in a significant wetland.</p> <p>Please verify how animals will be protected with construction of the by-pass? Is there any proposed animal corridors to be implemented?</p> <p>How will the By-pass ensure that species at risk are offered access corridors?</p> <p>Thank you for your consideration and implementation of real solutions. Not implementing these solutions will be considered a failure of the by-pass and have long term detrimental impact on wildlife.</p> <p>– █</p>	<p>Hello █</p> <p>Thank you for your comments on the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>MTO is undertaking 15 environmental studies to 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. The studies include a Terrestrial Ecosystems Existing Conditions and Impact Assessment, which will consider an assessment of wildlife, wildlife habitat, and potential impacts to species at risk. The Project Team will also identify and consider wildlife corridors and linkages within the Study Area as the study progresses. The study results shall be factored into wildlife passage design requirements for bridges and culverts along the corridor, as well as consideration for exclusion measures, such as fencing, to promote safety for vehicles and wildlife within the highway right-of-way. Wildlife passages shall be developed and refined through detail design in consultation with regulatory agencies.</p> <p>To view the full list of studies being conducted, please visit the Project website (https://www.bradfordbypass.ca/overview/).</p> <p>The results of these studies will be presented during the next Public Information Centre (PIC) #2, and documented in the Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR), to be prepared in accordance with Ontario Regulation 697/21.</p> <p>We have added your name and email the Project Contact List; therefore, you will be notified through email of future milestone events including publication of the ECR, PIC #2, EIAR, and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local</p>

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							<p>newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT120 Cont.	█	To: Project Team From: █	Email: █	Call back	Friday, May 6, 2022	<p>Hi,</p> <p>Could someone please help me understand that my mitigation suggestions below have been noted and further, how are these recommendations integrated into the consideration process? How do I follow up. I'd like to speak with someone on this project team please - over the phone. I'd like to make an appointment which works best for them - I will accommodate. Thank you.</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We can certainly arrange for a member of the Project Team to connect with you. Please provide a daytime phone number and let us know if there is a time period in the morning or afternoon this week that would work best for us to call.</p> <p>We look forward to hearing from you soon.</p> <p>Regards,</p>
CT120 Cont.	█	To: Project Team From: █	Email: █	Call back	Tuesday, May 17, 2022	<p>Can someone call in the afternoon my cell phone is █ thank you</p>	<p>█ called █ on May 18, 2022. A Cece confirmed they were on the line.</p> <p>█ informed █ he lives on Meadowville Drive, and is concerned with noise mitigation measures for him and his neighbours. █ stated he is also concerned with protecting wildlife.</p> <p>█ informed █ that environmental studies are being conducted, and the studies will meet the current legislative requirements for noise and the natural environment.</p>

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							<p>█████ asked about the effect the Bradford Bypass will have of real-estate values for surrounding properties.</p> <p>█████ stated that real-estate values are outside of the study focus, and are dependent on a broad range of factors that may be unrelated to the Project.</p> <p>█████ stated he was involved in the 2002 study and remains interested, and would like public consultation to occur when changes impact the locals.</p> <p>█████ informed █████ consultation is on-going throughout the Preliminary Design, and there will be consultation commitments for the Detail Design and construction phase.</p>
CT347 Cont.	█████	To: Project Team From: █████ █████	Email: █████	Remove from mailing list	Saturday, May 7, 2022	Please remove my email from your list.	<p>Hello █████</p> <p>Thank you for your email, we have removed you from the Bradford Bypass distribution list and you will no longer receive updates on the Project.</p> <p>If you have any questions or concerns, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT462	█████	To: Project Team From: █████ █████	Email: █████	Environmental concerns	Tuesday, May 10, 2022	<p>1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>No</p> <p>--- Name ---</p> <p>█████</p> <p>--- Title ---</p> <p>I hate you, don't do this</p>	<p>Hello █████</p> <p>Please consider this confirmation that your comments have been received on the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The proposed Bradford Bypass will have no direct impact on █████ of █████ of the proposed Holland River East Branch alternatives. Please refer to the Preliminary Design map below with the property marked with a red "X," and the information materials on the Project website that show design</p>

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						<p>--- Email ---</p> <p>[REDACTED]</p> <p>--- Phone Number ---</p> <p>[REDACTED]</p> <p>--- Mailing Address ---</p> <p>[REDACTED]</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>I noticed that you goofs moved the fucking bypass to not interrupt the golf course you corrupt, foul fucks. Now it's going through my mom's yard you fucking cretins. I wish cancer upon you and your children. Go fuck yourself conservative asshole. Happy to vote your fat ass OUT of office you fucking pieces of shit.</p> <p>SAVE OUR WETLANDS</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>Yes</p> <p>--- If Yes, please indicate the vessel type(s) used: -- -</p>	<p>alternatives for the Holland River East Branch Crossing (https://www.bradfordbypass.ca/2021/04/09/9-bradford-bypass-mainline-refinement-holland-river-east-branch-crossing/).</p> <p>[REDACTED]</p> <p>The Project Team acknowledges your concerns regarding potential impacts to the wetlands. MTO is undertaking 15 environmental studies to 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. This includes but is not limited to a Terrestrial Ecosystems Assessment, a Fish and Fish Habitat Assessment and a Stormwater Management Plan.</p> <p>To view the full list of studies being conducted, please visit the Project website (https://www.bradfordbypass.ca/overview/).</p> <p>The results of these studies will be presented during the next Public Information Centre (PIC) #2, and documented in the Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR), to be prepared in accordance with Ontario Regulation 697/21.</p> <p>The Project Team appreciates and thanks you for the information you have provided regarding navigational uses of canoe and kayaks. This information will be factored into the design considerations in order to meet</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						Canoe/Kayak length	<p>the requirements under the <i>Canadian Navigable Water Act</i> and consultation with Transport Canada.</p> <p>We encourage you to visit the Project Website (https://www.bradfordbypass.ca/) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p>
CT463	█	To: Project Team From: █	Phone: █	Hard copy of comment form	Tuesday, May 10, 2022	<p>"My name is █ █ My telephone number is █ and I live connected to the █ █ which this Bradford Bypass they want to make an interchange for and I'd like a comment form if you can phone me or fax it to me that would be great. My fax number is █ █ is my fax line you can fax it there and I appreciate your help. I'm not in good health and it's hard I'm not a computer person and anyways the list goes on and on, so I need your help getting this form as soon as possible by fax preferably. If you wish to speak to me my number is █ telephone number. Thank you very much bye."</p> <p>Address: Didn't want to disclose exact address but she's or █</p>	<p>* █ called █ on May 18, 2022. J. █ confirmed she was on the line.</p> <p>* █ stated she's following up on █ phone call requesting a comment form be faxed to her. █ informed █ she can write her comments on a piece of paper, and fax it to █ since she does not have access to the internet. █ requested from █ to address her comments to the Bradford Bypass Project Team or Sonia.</p> <p>* █ informed █ she supports the Bradford Bypass, but is just concerned with the traffic that will be coming on to █ in Newmarket by the proposed interchange at 2nd Concession.</p> <p>* █ informed █ that █ in Newmarket is approximately █ south of the proposed Bypass. █ also informed █ that building the proposed Bradford Bypass is necessary to relieve existing congestion on local east-west local roads and to address the expected long-term travel demand in the area.</p> <p>* █ stated she's also concerned with the preservation of the environment, and she sees protestors in the area no environmental studies are being undertaken.</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
							<p>* [REDACTED] informed [REDACTED] MTO is undertaking 15 environmental studies to 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.</p> <p>* [REDACTED] thanked [REDACTED] for providing her this information, and stated if she had further questions or comments she will fax the number [REDACTED] had provided to her.</p> <p>* [REDACTED] closed comment.</p>
CT464	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	New school adjacent to BBP	Wednesday, May 11, 2022	<p>1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name --- [REDACTED]</p> <p>--- Title --- [REDACTED]</p> <p>--- Department/ Organization --- [REDACTED]</p> <p>--- Email --- [REDACTED]</p> <p>--- Mailing Address --- [REDACTED]</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's</p>	<p>Hello [REDACTED]</p> <p>Thank you for expressing Simcoe County District School Board's interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>MTO is undertaking 15 environmental studies to 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. In addition, a Traffic Study will be completed for this project.</p> <p>The information, data and findings from the Traffic Study will be presented during the next Public Information Centre (PIC) #2, and documented in a Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR), to be prepared in accordance with Ontario Regulation 697/21.</p> <p>Construction staging and identification of potential detour routes will be developed during the future detail design phase. If there is any key information our Project Team should be aware regarding the North Bradford elementary school, please let us know. Consultation and engagement with stakeholders, will continue through the future detail design and construction phase. A commitment will be made to keep Simcoe County</p>

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						<p>programs or services, and/or provide project related comments to the Project Team. ---</p> <p>Good morning,</p> <p>Simcoe County District School Board (SCDSB) planning staff appreciate the opportunity to provide comments on the proposed Bradford Bypass. Please be advised that the new [REDACTED] was approved by the Ministry of Education in 2018 and is currently under construction, which is directly adjacent to the south of the proposed Bypass. Rural students are bussed to community schools within the area along Sideroad 10 and Line 8, and as such staff would like to request a copy of the traffic impact study (TIS) to assess the potential impact of traffic generated by the proposed Bypass. Additionally, the Board would appreciate receiving notification of any road closures in advance to redirect future bussing as required.</p> <p>Should you require additional information, please do not hesitate to contact this office.</p> <p>Sincerely,</p> <p>[REDACTED]</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No</p>	<p>District School Board apprised of traffic updates as the Project progresses.</p> <p>We have added your name to the Project Contact List as an additional contact on behalf of Simcoe County District School Board, and you will be notified through email of future milestone events including publication of the ECR, PIC #2, the EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website, and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (https://www.bradfordbypass.ca/) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT207 Cont.		To: Project Team From:	Phone:	Details about BBP	Friday, May 13, 2022	<p>"Hi, goodmorning this is English is not my first language and I'm sorry that's why I saw a phone number and I just want to know some details for the Bypass. When you have time can you please give me a call at </p> <p>Thank you.</p>	<p>" called on May 24, 2022. Helen confirmed she was on the line.</p> <p>" asked if the project is currently being built.</p> <p>" stated the Project is currently in the Preliminary Design phase, which is expected to be completed in Early 2023. Detail Design and construction will follow for the overall Project. informed Helen she can not give a timeline for these phases.</p> <p>" also informed that MTO is advancing the Early Works, as set out in the regulation, which is focused on a grade separated bridge crossing for the future Bradford Bypass at County Road 4 (Yonge Street), and construction is anticipated to begin late 2022.</p> <p>" asked what would happen to the Project if the Liberals are elected?</p> <p>" stated she can not comment on Project related decisions resulting from a change in government.</p> <p>" asked if she had further questions or concerns.</p> <p>" stated no, and thanked for calling her.</p>

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							*F. Hamdan closed comment.
CT449 Cont.	█	To: Project Team From: █	Email: █	Agricultural impacts	Monday, May 16, 2022	<p>Hello,</p> <p>I have written to you and do support the Bradford Bypass.</p> <p>As I watching the provincial debate, the statement is repeated that farmland will be paved over. Can you provide a figure of how much farmland be be turned into a modern transportation highway.</p> <p>Thank you</p> <p>█</p> <p>Sent from my iPad</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges your expressed support for the Bradford Bypass Project.</p> <p>MTO is currently undertaking an Agricultural Impact Assessment (AIA) to the existing standards and with reference to the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) Draft AIA Guidance Document (March 2018). This assessment will identify potential impacts to farmlands and agricultural operations.</p> <p>The results of AIA will be presented during the next Public Information Centre (PIC) #2, and documented in the Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR), to be prepared in accordance with Ontario Regulation 697/21.</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including publication of the ECR, PIC #2, the EIAR, and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
							Sincerely,
CT465	█	To: Project Team From: █	Email: █	Traffic impacts	Tuesday, May 17, 2022	<p>Sirs:</p> <p>Regarding the proposed Bradford bypass, I agree that a connection from Hwy 400 to Hwy 404, will ease the congestion on Hwy 401 for traffic that needs to bypass the Toronto area, but I am concerned about the additional southbound traffic on Hwy 400 that will be diverted to Hwy 404, where that traffic crosses or transfers to Hwy 401.</p> <p>I am sure you are aware of the extreme delays occurring where traffic meets Hwy 401. What plans exist to alleviate those delays?</p> <p>Respectfully, █</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Bradford Bypass will relieve existing congestion on local roads and address the expected long-term travel demand in the area. The users of the new corridor are not anticipated to have any adverse impacts to operations at the Highway 404, Highway 401, and Don Valley Parkway interchange.</p> <p>The Ministry will continue to evaluate its overall highway network and determine where improvements are required to maintain traffic flow.</p> <p>We have added your contact information to the Project Contact List and you will be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR) and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (https://www.bradfordbypass.ca/) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT466	█	To: Project Team	New stakeholder comment form	New stakeholder comment form	Tuesday, May 24, 2022	<p>1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>No</p> <p>--- Name ---</p> <p>█</p> <p>--- Email ---</p> <p>█</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>Yes</p> <p>--- If Yes, please indicate the vessel type(s) used: --</p> <p>-</p> <p>Canoe/Kayak length</p>	<p>Hello,</p> <p>Please consider this confirmation that your comments have been received on the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team appreciates and thanks you for the information you have provided regarding navigational uses of canoes and kayaks. This information will be factored into the design considerations in order to meet the requirements under the <i>Canadian Navigable Water Act</i> and consultation with Transport Canada.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT467	█	To: Project Team From: █	Email: █	Wildlife crossings	Tuesday, May 24, 2022	<p>1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>No</p> <p>--- Name ---</p>	<p>Hello █</p> <p>Thank you for your comments on the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>MTO is undertaking 15 environmental studies to update and document existing conditions, identify, and evaluate</p>

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						<p>██████████</p> <p>--- Title ---</p> <p>██████████</p> <p>--- Email ---</p> <p>██████████</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>Please incorporate wildlife crossing bridges and tunnels into the project. Thank you.</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>Yes</p> <p>--- If Yes, please indicate the vessel type(s) used: --</p> <p>-</p> <p>Canoe/Kayak length</p>	<p>potential impacts of the Project and recommend mitigation measures to reduce these impacts to meet current environmental legislative requirements. This includes a Terrestrial Ecosystems Existing Conditions and Impact Assessment. As part of the project-specific assessment of environmental impacts, the Project Team will identify and consider wildlife corridors and linkages within the Study Area. This information will be factored into potential wildlife passage design requirements for bridges and culverts along the corridor, as well as potential exclusion measures to promote safety for vehicles and wildlife within the highway right-of-way. Wildlife passages may be developed and refined through detail design in consultation with regulatory agencies.</p> <p>To view the full list of studies being conducted, please visit the Project website (https://www.bradfordbypass.ca/overview/).</p> <p>The results of these studies will be presented during the next Public Information Centre (PIC) #2 and documented in the Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR), to be prepared in accordance with Ontario Regulation 697/21.</p> <p>The Project Team appreciates and thanks you for the information you have provided regarding navigational uses of canoes and kayaks. This information will be factored into the design considerations in order to meet the requirements under the <i>Canadian Navigable Water Act</i> and consultation with Transport Canada.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>
CT468	██████████	To: Project Team	Email: ██████████	Change in contact	Saturday, May 28, 2022	<p>Hello Bradford Bypass Team!</p> <p>Please note the ██████████ copied here, is the ██████████</p>	<p>Hello ██████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
		From: [REDACTED]				[REDACTED] moving forward and will be your point of contact for us. Thanks so much, [REDACTED]	assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. We have updated our Project Contact List to reflect [REDACTED] [REDACTED] will be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR) and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email. We encourage you to visit the Project Website (https://www.bradfordbypass.ca/) to review information on the project as it becomes available. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Sincerely,
CT218 Cont.	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Acknowledgement of receipt	Monday, May 30, 2022	Thank you so much for this update. [REDACTED]	No response required.
CT394 Cont.	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Consultation with municipality	Monday, May 30, 2022	Good Morning. I am very curious to know when the Town of East Gwillimbury would have had information or knowledge that the Ford Government voted to approve the Bradford Bypass and then would be announcing that the Bradford Bypass was a go. I know it was announced in the public newspapers	Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.

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						<p>by Ford in early November 2021. This is very exciting.</p> <p>Regards</p> <p>■■■■</p>	<p>Consultation is an integral component of the Project and is critical to a project's success. The Ministry of Transportation issued a Notice of Study Commencement for the Bradford Bypass assessment study in local newspapers and distributed the notice throughout the Study Area via Canada Post Neighbourhood Mail in September 2020 to notify the public and interested stakeholders of the re-commencement of the project. As part of the refinement process, the Project Team has been actively engaged with local municipalities and regions, including the Town of East Gwillimbury, for consultation on the design.</p> <p>Your contact information is already on the Project Contact List, so you will continue to be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR), and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Sincerely,</p>
CT310 Cont.	■■■■	To: Project Team From: ■■■■	Email: ■■■■	MTO Signs	Tuesday, May 31, 2022	<p>Hi,</p> <p>We noticed that the signs for the future site of the bypass had been removed or covered. Does this mean the project will be on hold?</p> <p>Please advise!</p> <p>Thank you!</p>	<p>Hello ■■■■</p> <p>Thank you for contacting us about the signs. The Project Team is aware that the signs have been vandalized and MTO has taken action to remove/cover the signs and replace them at a later date.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future</p>

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						<p>██████</p> <p>██████████</p>	<p>milestone events including 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

June 2022 - Consultation Record

Reference #	Commenter / Inquiry Source	Format (Email, Phone, Fax, Form)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT469	From: [REDACTED]	New stakeholder comment form	Add to CL	Friday, June 3, 2022	<p>1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>[REDACTED]</p> <p>--- Email ---</p> <p>[REDACTED]</p> <p>--- Phone Number ---</p> <p>[REDACTED]</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>Yes</p> <p>--- If Yes, please indicate the vessel type(s) used: --</p> <p>Canoe/Kayak length</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team appreciates and thanks you for the information you have provided regarding navigational uses. This information will be factored into the design considerations in order to meet the requirements under the Canadian Navigable Water Act and consultation with Transport Canada.</p> <p>We have added your contact information to the Project Contact List so you will be notified through email of milestone events including the recent filing of the Environmental Conditions Report (ECR) on August 12, 2022, and future 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT470		Email:	Roundabouts	Tuesday, June 7, 2022	<p>I would strongly suggest the use of roundabouts instead of signaling intersections where possible at interchanges.</p> <p>The keep traffic flowing, less emissions and most importantly, less frustration.</p> <p>Thx, </p>	<p>Hello </p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The preliminary design phase includes refinements to the Technically Preferred Route within the Study Area based on various factors, including an updated traffic demand assessment and current environmental impact assessments.</p> <p>The Project Team acknowledges your preference for incorporating roundabouts at intersections in place of signaling intersections. Stakeholder and municipal feedback on designs for the proposed interchanges within the project corridor will be taken into consideration along with design warrants, as applicable, for signalized intersections and roundabouts.</p> <p>We have added your contact information to the Project Contact List so you will be notified through email of milestone events including the recent filing of the Environmental Conditions Report (ECR) on August 12, 2022, and future 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT471	[REDACTED]	Email: [REDACTED]	Add to CL	Friday, June 10, 2022	<p>1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>[REDACTED]</p> <p>--- Title ---</p> <p>[REDACTED]</p> <p>--- Department/ Organization ---</p> <p>[REDACTED]</p> <p>--- Email ---</p> <p>[REDACTED]</p> <p>--- Phone Number ---</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added your contact information to the Project Contact List so you will be notified through email of milestone events including the recent filing of the Environmental Conditions Report (ECR) on August 12, 2022, and future 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT472	[REDACTED]	Email: [REDACTED] Phone: [REDACTED]	Location of BBP proximity to home	Monday, June 13, 2022	<p>Hi,</p> <p>I like to know how close is the bypass to the property at [REDACTED]</p> <p>This property [REDACTED] and I like to know the extent this bypass will affect the property.</p> <p>Thanks [REDACTED]</p> <p>Phone transcript: "Hi there, good morning. I'd like to know the proximity to the property at [REDACTED] to the Bradford Bypass. The property is up for sale and I am interested but I'd like to find out more about how close the Bradford Bypass is to this property. Can somebody call me please? My name is [REDACTED]. It's at [REDACTED]. Thanks very much."</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The property, [REDACTED] does fall within the study area for the Technically Preferred Route of the Bradford Bypass, and may be impacted by the proposed interchange alternatives under consideration at 10th Sideroad. Please refer to the Project website for further details on the Preliminary Design interchange alternatives for 2nd Concession (https://www.bradfordbypass.ca/wp-content/uploads/2022/04/2022-21-04_MTG-PublicConsultationInterchanges.pdf).</p> <p>The evaluation of alternatives for the interchange at 2nd Concession is in progress. MTO will work directly with individual property owners regarding direct impacts to their property as a result of the proposed Project once the impacts have been confirmed. The selection of the preferred design at this location will be presented at Public Information Centre (PIC) #2.</p> <p>We have added your contact information to the Project Contact List so you will be notified through email of future milestone events including the recent filing of the Environmental Conditions Report (ECR) on August 12, 2022, and future 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.</p>

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						<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT408 Cont.	██████████	Phone: ██████████	Call back	Monday, June 13, 2022	"Good morning, this call is for ██████████ My name is ██████████ I have talked to him before. ██████████ thank you."	<i>*See response to June 20, 2022 phone call from ██████████</i> ██████████

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CT408 Cont.	██████████	Phone: ██████████	Call back	Monday, June 20, 2022	"Yes, this message is for ██████████ My name is ██████████ I've talked to you before. ██████████ I called last Monday and I'm calling again this Monday. Thank you."	On June 22, 2022 ██████████ and ██████████ spoke on the phone and discussed ██████████ potentially gaining access to the field immediately east of County Road 4 to complete harvesting of crops previously planted by ██████████ was able to gain access and complete the harvesting in early August 2022.

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CT119 Cont.	[REDACTED]	Email [REDACTED]	Early works contractor	Thursday, June 16, 2022	<p>Good Morning,</p> <p>Our Engineering department was trying to determine who is doing the early works on the Hwy 400-404 Link (Bypass) project. Can you direct me to someone who can assist in identifying the successful businesses doing the bridge/overpass work. Thank you in advance as I know this is not a typical question, but I could not find anything online. Hope all is well and I am copying [REDACTED] Cheers.</p> <p>Regards,</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Early Works has been awarded to Brennan Paving & Construction Ltd. and Morrison Hershfield (MH) as the successful bidder for the design and construction of the new bridge that will allow County Road 4 between 8th Line and 9th Line to cross over the future Bradford Bypass. For inquiries related to the current Early Works project, please contact the Brennan-MH Design Build Team directly using this email: [REDACTED]</p> <p>As your contact information is noted on the Project Contact List you will be notified through email of milestone events including the recent filing of the Environmental Conditions Report (ECR) on August 12, 2022, and future 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT473	[REDACTED]	Email: [REDACTED]	Highway 413	Friday, June 17, 2022	<p>Good Afternoon,</p> <p>Is it possible to receive a map of the future Highway 413?</p> <p>Please let me know.</p> <p>Thank you.</p>	<p>Hello [REDACTED]</p> <p>Thank you for contacting the Project Team for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>For inquiries specific to the Ministry's Highway 413 project, please email the Highway 413's Project Team (project_team@highway413.ca) at your earliest convenience. Information and mapping related to Highway 413 can be found on the Highway 413 project website (https://www.highway413.ca/).</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Bradford Bypass project as it becomes available. If you have questions related to the Bradford Bypass, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT150 Cont.	[REDACTED]	Phone: [REDACTED]	Call back	Wednesday, June 22, 2022	<p>"Hello this is [REDACTED] calling. My telephone number is [REDACTED] I would appreciate your call, thank you. I'll repeat my phone number again [REDACTED] Thank you."</p> <p>Address: [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p>	<p>[REDACTED] added to Project Contact List PTE information (i.e. property owner names) updated</p> <p>Phone call: * [REDACTED] called [REDACTED] on June 27, 2022. [REDACTED] confirmed she was on the line.</p> <p>* [REDACTED] stated the reason she's calling is because the property she granted PTE for is also owned by [REDACTED] She stated [REDACTED] never paid property taxes until this year, and since he's contributing she'd like him to receive updates on the Project as well.</p> <p>* [REDACTED] informed [REDACTED] he can add [REDACTED] to the Project Contact List and note he is also an owner of the property on [REDACTED]</p> <p>* [REDACTED] provided [REDACTED] the Project email and telephone, and requested [REDACTED] have W.Drakeford call us to provide the Project Team his email address to send him project notices and updates related to their property.</p> <p>* [REDACTED] thanked [REDACTED] for calling her back, and indicated the phone call was very useful.</p> <p>* [REDACTED] closed comment.</p>

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CT474		Email:	Noise report	Thursday, June 23, 2022	<p>Hi,</p> <p>I would like to request copies of the noise reports that have been prepared in support of the Bradford By-Pass.</p> <p>Thank you.</p>	<p>Hello </p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>A Noise Impact Assessment is currently being undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's <i>Environmental Guide for Noise</i>. MTO will investigate noise mitigation measures, including consideration for existing and future noise barrier walls, where the proposed improvements to the Project are expected to increase ambient (background) noise levels above acceptable levels as outlined in MTO's Noise Guide. The results of this study will be presented during the next Public Information Centre (PIC) #2 and documented in the draft Environmental Impact Assessment Report (EIAR), to be prepared in accordance with Ontario Regulation 697/21.</p> <p>We have added your contact information to the Project Contact List so you will be notified through email of milestone events including the recent filing of the Environmental Conditions Report (ECR) on August 12, 2022, and future 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT22 Cont.		Email:	Communication Services	Monday, June 27, 2022	<p>Hello!</p> <p>I would like to offer my communications and marketing services to support the Bradford Bypass project.</p> <p>I am a corporate and political communications expert with more than 20 years of experience. In addition, I provide a unique opportunity as our home or backs directly onto the planned bypass route.</p> <p>From my vantage point, and with arsenal of recording equipment, I can document the progress and engage the community through a lens that is not available anywhere else.</p> <p>I am proficient in social, online and email marketing, and I can be a valuable asset to your marketing team, in any capacity.</p> <p>If you would be interested to know more about me and my qualifications, I can be reached by email or by phone at </p> <p>Thank you for your time. I look forward to hearing from you.</p>	<p>Hello</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your offer in assisting the Ministry with communications and marketing efforts to support the Bradford Bypass project.</p> <p>The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake this Preliminary Design and project-specific assessment of environmental impacts for the proposed Bradford Bypass. As part of the Preliminary Design, AECOM's responsibilities include assisting the Ministry in consultation and communication. This communication has been shared with the Ministry for their reference.</p> <p>As your contact information is noted on the Project Contact List you will be notified through email of milestone events including the recent filing of the Environmental Conditions Report (ECR) on August 12, 2022, and future 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT353 Cont.	[REDACTED]	Email: [REDACTED]	Indigenous concerns	Wednesday, June 29, 2022	<p>Dear Project Team,</p> <p>Thank you for the information provided your time sharing this is appreciated. It is of some comfort to know not all processes have not been disregarded with the Notwithstanding Clause, though still concerning that this government has disregarded the studies that previously concluded that this bypass was not a viable solution to the challenges and opportunities the province needs.</p> <p>Thank you for adding me to the mailing list for future meetings et al. I have many more follow up responses to the reports and information provided; I will address those later.</p> <p>At this time, I request one further clarification: please advise specifically which Indigenous communities have been consulted and to what degree. I don't see this information listed on the project website, except in vague, generic terms.</p> <p>With respect, I am concerned that at this stage of the process there isn't specification as to which Bands have been consulted or may have only been via a mailing. This would be comparable to not listing municipalities involved; as such, it implies a lesser level of importance being afforded to this area of reconciliation, and compensation, especially given the treaty claims still being contested, the 2018 apology and agreement with the Williams Treaty Nations, and the national precedents being set for reclamation of land that was illegally ceded. For a provincial team, this is disappointing to see, and I am hoping it is simply a matter of detail omission in the communication to the public?</p> <p>Please advise and again, thank you for your time.</p> <p>Sincerely, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your comments on the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team is consulting and engaging with Indigenous Nations whose Aboriginal and treaty rights may be adversely impacted by the project, as well as communities that are interested in the project-specific assessment of environmental impacts. Indigenous consultation to date has been documented in Section 4.4 of the Draft Environmental Conditions Report (ECR), which is available for public review from August 12th – September 16th on the project website (https://www.bradfordbypass.ca/study-process/).</p> <p>For your convenience, a list of Indigenous Nations that the Project Team has engaged or consulted with is provided below:</p> <ul style="list-style-type: none"> ➤ Alderville First Nation; ➤ Beausoleil First Nation; ➤ Chippewas of Georgina Island First Nations; ➤ Curve Lake First Nation; ➤ Chippewas of Rama First Nation; ➤ Hiawatha First Nation; ➤ Kawartha Nishnawbe First Nation; ➤ Mississaugas of Scugog Island First Nation; ➤ Huron-Wendat Nation; ➤ Metis Nation of Ontario- Georgian Bay Métis Council; and ➤ Williams Treaty Nations <p>As documented in Section 4.4.1.1 of the ECR, engagement and consultation is ongoing per the list above.</p> <p>As per section 4.4.1.2 of the ECR, Communities have been invited to participate in field work with our archaeological specialists, and Community Field Liaisons have been actively participating throughout the project.</p>

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July 2022 - Consultation Record

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT475	To: Project Team From: [REDACTED]	Email [REDACTED]	Water well surveys	Friday, July 1, 2022	<p>On June 30, 2022 I received a letter from Morrison Hershfield stating they have been retained by Brennan Paving and Construction Ltd. to conduct a door-to-door water well survey of resident properties in proximity to the proposed Bradford Bypass project area. The purpose of the survey is to obtain base line water quality and quantity data prior to construction. I am being invited to participate in this survey.</p> <p>In August of 2021 I was approached by Aecom to participate in a Pre-Construction Well Assessment Program as part of the Bradford Bypass project. I agreed to take part, submitting an information sheet to Aecom on September 3, 2021. A sample of raw (untreated) groundwater was collected from my well on October 13, 2021 for laboratory analysis. A final written report dated November 22, 2021 was received in the mail.</p> <p>I understand and appreciate the collection of data for this purpose; however, it seems to me that Morrison Hershfield is being asked to duplicate a survey already conducted by Aecom. Surely the results could be shared from one consulting firm to another. Ultimately, tax dollars are being used to fund these activities. I cannot see how this apparent duplication of services can be justified as a prudent and responsible use of government funds.</p> <p>Please find attached letters from Aecom and Morrison Hershfield.</p> <p>Your prompt response to this matter is greatly appreciated.</p> <p>Sincerely, [REDACTED]</p>	<p><i>*Brennan Paving and Construction Ltd and Morrison-Hershfield issued the response below on Wednesday, September 28, 2022.</i></p> <p>Hello [REDACTED]</p> <p>Thank you for reaching out regarding the well survey and our apologies for taking so long to respond to your enquiry.</p> <p>While the baseline information from AECOM has been received and reviewed by the Brennan-MH team it is important to note that best practices with respect to water monitoring is to always take a pre-construction sample as close to the beginning of construction as possible. Given that the AECOM test will be over a year old by the time construction starts, changes may have occurred in that time that would not be reflected in the original sample. These early samples are also taken to ensure that if there were any existing issues that they can be addressed prior to construction.</p> <p>We also understand your concern regarding the duplication of testing, however, given only a few local residents participated in AECOMs sampling programming it is necessary to reach out to your neighbours again to ensure that all who want to be engage in the testing program have the opportunity, as such, additional letters were being sent out and more sampling will be undertaken for those that want to participate now.</p> <p>If you would prefer, we can use your original sampling results from AECOM as your baseline. Or, please let us know if you wish to have new samples taken and we will arrange to have a sample collected.</p> <p>Please note, you will also be contacted by Morrison Hershfield during construction and post-construction to have additional sampling taken which will be compared to pre-construction baselines to ensure there are no impacts to your water resulting from construction. You can withdraw your consent to participate at any time.</p>

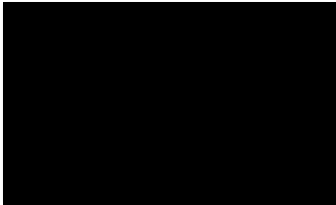
Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>If you have any additional questions or concerns, please let us know.</p> <p>Regards,</p>

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CT476	To: Project Team From: [REDACTED]	Email: [REDACTED]	Add to CT	Friday, July 1, 2022	<p>1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>[REDACTED]</p> <p>--- Email ---</p> <p>[REDACTED]</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>Yes</p> <p>--- If Yes, please indicate the vessel type(s) used: --</p> <p>Motorized Boats &lt;5m</p>	<p>Hello [REDACTED]</p> <p>Thank you for your comments on the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team appreciates and thanks you for the information you have provided regarding the 5-metre height clearance for your personal vessel. This information will be noted as the design progresses in order to meet the requirements under the <i>Canadian Navigable Water Act</i> and consultation with Transport Canada.</p> <p>We have added your contact information to the Project Contact List and you will be notified through email of the Final Environmental Conditions Report (ECR), and future milestone events including Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR) and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT477	To: Project Team From: [REDACTED]	Email: [REDACTED]	Add to CT	Wednesday, July 6, 2022	please put me on the contact list of interested parties for Bradford Bypass. [REDACTED]	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added you the Project Contact List and you will be notified through email of the recent filing of the Draft Environmental Conditions Report (ECR), and future milestone events including Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR) and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT478	To: Project Team From: [REDACTED]	Email: [REDACTED]	*In response to PIS notice Confirmation of markup locations	Wednesday, July 6, 2022	Hi, Could you please confirm the location for markups. Is it Hwy 400 to Hwy 404 or 10 th Sideroad and 2 nd Concession Road ? If you could mark the location in google maps that would be really great.	Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. As part of the preliminary design, MTO is developing and considering the feasibility of interchanges at 10 th Sideroad and 2 nd Concession Road based on feedback received from municipal staff and councils in 2021. 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 Public Information Session material. In developing the interchange designs, the Project Team asks all utility companies including Telecon to confirm if their infrastructure falls within the proposed interchanges at 10 th Sideroad and 2 nd Concession Road. Detailed maps of the location of the proposed interchanges can be viewed on the Project Website https://www.bradfordbypass.ca/wp-content/uploads/2022/04/2022-21-04-MTG-PublicConsultationInterchanges.pdf . As your contact information is already on the Project Contact List, you will continue to be notified through email of the filing of the Final Environmental Conditions Report (ECR), and future milestone events including Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR) and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.

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						<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT479	To: Project Team From: [REDACTED]	Email: [REDACTED]	Expropriation of home	Saturday, July 9, 2022	My address is [REDACTED] I am just [REDACTED] of the [REDACTED] Will I be expropriated for the by pass?	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The proposed Bradford Bypass will have no direct impact on [REDACTED]. The property is located approximately [REDACTED] of the proposed Technically Preferred Route. Please refer to the Preliminary Design map below with the property marked with a red "X," and the information materials on the Project website that shows approved alignment for the Leslie Street interchange. https://www.bradfordbypass.ca/2021/04/12/17-leslie-street-interchange/</p>  <p>MTO will work directly with individual property owners regarding direct impacts to their property as a result of the proposed Project once the impacts have been confirmed.</p> <p>We have added your contact information to the Project Contact List and you will be notified through email of the filing of the Final Environmental Conditions Report (ECR), and future milestone events including Public Information Centre (PIC) #2, 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</p>

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						<p>residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT480	To: Project Team From: [REDACTED]	Email: [REDACTED]	Traffic study	Saturday, July 9, 2022	<p>Hello</p> <p>I've recently been reviewing the Bradford bypass page: (https://www.bradfordbypass.ca/) and I have not been able to find data/studies in support of the following projected benefit:</p> <p>"In particular, the Bradford Bypass would relieve congestion on existing east-west local roads and provide a northern freeway connection between Highway 400 and Highway 404. Drivers travelling between Highways 400 and 404 would be able to make the trip up to 60 per cent faster compared to existing routes, saving up to 35 minutes."</p> <p>Is there another location I can access supporting information for this 35 minute reduction in travel time?</p> <p>Thank you</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>MTO is undertaking 15 environmental studies to update and document existing conditions, identify, and evaluate potential impacts of the Project and recommend mitigation measures to reduce potential impacts and meet current environmental legislative requirements. As part of the engineering design study, a Traffic Study is being completed, and its results will be incorporated into the preliminary design.</p> <p>Summary details from the Traffic Study will be incorporated into materials presented at the next Public Information Centre (PIC) #2 and documented in the future Draft Environmental Impact Assessment Report (EIAR). For additional information on the process, you can refer to Ontario Regulation 697/21 link on the Project Website https://www.ontario.ca/laws/regulation/r21697.</p> <p>We have added your name to the Project Contact List, and you will be notified through email of future milestone events including publication of the Draft and Final ECR, PIC #2, EIAR and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website, and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any other questions, feel free to reach out to the Project Team.</p> <p>Sincerely,</p>

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CT481	To: Project Team From: [REDACTED]	Email: [REDACTED]	Contact update	Tuesday, July 12, 2022	<p>Hello,</p> <p>Can you please update your contact info for [REDACTED]</p> <p>It is currently, [REDACTED]</p> <p>Please change too: [REDACTED]</p> <p>Thank You [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added your contact information to the Project Contact List as the primary contact with respect to providing mark-ups for buried Hydro One high voltage cables.</p> <p>As your name is on the Project Contact List, you will continue to be notified through email of the filing of the Final Environmental Conditions Report (ECR), and future milestone events including 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT185 Cont.	To: Project Team From: [REDACTED]	Email: [REDACTED] *Forwarded email from [REDACTED]	Expropriation mapping	Tuesday, July 12, 2022	<p>"Good Day,</p> <p>Please see the email request below re: the expropriation mapping. Any assistance or insight would be appreciated. Thank you.</p> <p>Regards,"</p> <p>*Forwarded the following email: Good morning guys,</p> <p>Have you seen any expropriation surveys for the Link Highway? I have landowners who are adjacent to the future Hwy 400 interchange and the exact location of the off ramps will be impacting their land...in a good way."</p>	<p>Hello [REDACTED]</p> <p>Please find attached the response for Graham Purvis.</p> <p>If you have any questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p> <p>Response for [REDACTED] Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>There are a number of private properties within the Study Area that will be partially or fully impacted by the Bradford Bypass Project. As part of the Preliminary Design, MTO will meet with individual landowners prior to Public Information Centre (PIC) #2 to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts.</p> <p>MTO aims to acquire property amicably and through amicable negotiation as early as possible to reach agreements for the acquisition of any properties needed to support important infrastructure improvements. Expropriation is only used when agreements cannot be reached within suitable project timeframes. The affected owner(s) will be notified once expropriation has commenced.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to reach out to the Project Team (projectteam@bradfordbypass.ca) at your earliest convenience.</p>

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						Sincerely,

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CT482	To: Project Team From: [REDACTED]	Email: [REDACTED]	Morshfield Water Well Surveys	Wednesday, July 13, 2022	Hi, can you pls confirm if you had 2 people come around yesterday to 9th line in Bradford doing an assessment of well water samples? Thank you Sonia	Hello [REDACTED] Thank you for reaching out to the Bradford Bypass Preliminary Design Project Team to request clarification on field visits on July 12, 2022. A Design-Build contract for the County Road 4 Early Works project was awarded to the Brennan Paving & Construction and Morrison Hershfield Design-Build team in April 2022. Crews from their team were in your neighbourhood on July 12 completing a door-to-door well sampling survey for the County Road 4 Early Works portion of the Bradford Bypass. AECOM staff, who have been retained by the Ministry of Transportation for the Preliminary Design of the Bradford Bypass, were not in the area to conduct field surveys. If you have any questions regarding the current survey for the Early Works project, you can contact the team's Senior Environmental Geoscientist, [REDACTED] Sincerely,

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CT483	From: [REDACTED] [REDACTED]	Email: [REDACTED]	Add to CT	Thursday, July 14, 2022	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name --- [REDACTED]</p> <p>--- Email --- [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added you to the Project Contact List and you will be notified through email of the recent filing of the Draft Environmental Conditions Report (ECR), and future milestone events including Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR) and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT335 Cont.	To: Project Team From: [REDACTED]	Email: [REDACTED] Phone: [REDACTED]	Heritage Home	Tuesday, July 19, 2022	<p>Phone call:</p> <p>" My name is [REDACTED] I'm on [REDACTED] where the Bradford Bypass is going to go. My phone number is [REDACTED] was talking to [REDACTED] and she was going to be having heritage people come out to access our property because last stood you were going to be taking our access to our house so we can not get in. Putting your curved on-off rampon Leslie. So can someone please call me and tell me what's happening [REDACTED] Thank you.</p> <p>Email:</p> <p>Built Heritage Resource house</p> <p>We have been trying to contact [REDACTED] who phoned us about 3 months ago to discuss alternatives for one of your on-off ramps, which would take a third of our property, and deny us access to our house.</p> <p>[REDACTED] was going to arrange to have a team of historical people come out to assess the situation. We have all the paperwork dating back to 1824. We have heard nothing since.</p> <p>There are now several surveyors, I think, working in the southwest quadrant of the proposed interchange.</p> <p>Is the alternative that would deny us access to our house, still on the table, or are there other options being seriously considered?</p> <p>We need to know what will happen to our property please.</p> <p>Sincerely [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Please find below additional information and a summarization of the information discussed with you on May 13th.</p> <p>We recognize your concerns regarding the proposed interchange design alternatives at Leslie Street, and how those may impact your property. Key concerns that you have noted, and discussed during the call include: Property Impacts from the location of a proposed loop ramp from one of the preliminary alternatives, on the east side of Leslie Street. Including, access to/from Leslie Street, ramp proximity to the home, and impact to the septic bed. Identification of your home as a Built Heritage Resource. Concerns regarding vibration during construction and the impact this may have on your home. Specifically, the rubble foundation.</p> <p>In summary of the conversation on May 13th, the Ministry is undertaking the project-specific assessment of environmental impacts for the Preliminary Design of the Bradford Bypass. This includes an update to the Cultural Heritage Resource Assessment Report (CHRAR) originally completed in 2020, which identified Built Heritage Resources and Cultural Heritage Landscapes within 500 m of the 2002 approved right-of-way for the Bradford Bypass. The next phase of the cultural heritage study is to undertake cultural heritage evaluation and heritage impact assessment where required.</p> <p>The heritage status of your property has been identified as "Designated Part IV" (Municipal Heritage Recognition). This designation and heritage significance is confirmed through our discussions with you on May 13th, during which you provided extensive history on the property and surrounding lands.</p> <p>In the 2020 CHRAR, a Cultural Heritage Evaluation Report (CHER) was recommended for this property based on the early Preliminary Design for the project at the time. Following the 2022 update to the CHRAR and evaluation of the Preliminary Design alternatives at</p>

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						<p>Leslie Street, a CHER may no longer be warranted if the proposed design avoids potential impacts to the property and that indirect impacts from construction and operation (i.e., vibration) may be avoided where work is greater than 50 m from the home. Prior to undertaking the cultural heritage evaluation, the project heritage specialist(s) will contact you regarding permission to enter and discuss opportunities to review the extensive documentation you have for this home and property so that it can be included in the evaluation report. Regardless of the recommendation for a CHER, the property will continue to be identified as a cultural heritage resource and noted as a potential risk for vibration impacts. This information and the need for future consultation will be factored into design and construction considerations as the project progresses.</p> <p>As the Ministry advances the Preliminary Design and selects the preferred interchange and alignment design, the Project Team will provide opportunities through an individual meeting with you to discuss your property - specific concerns and questions.</p> <p>As a property owner and a key contact on the Project Contact List, you will be notified through email of future milestone events including filing of the Existing Conditions Report (ECR), Public Information Centre (PIC) #2, filing of the Environmental Impact Assessment Report (EIAR) and other updates for this study. In addition to direct email communications, an Ontario Government Notice (OGN) announcing the date of the future consultation milestones 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions regarding the project or your property, please feel free to reach out to the Project Team at your earliest convenience.</p>

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						Sincerely, The Bradford Bypass Project Team

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CT335 Cont.	From: [REDACTED]	Email: [REDACTED]	In response to email	Tuesday, July 19, 2022	Thank you for the update. [REDACTED]	No further action required.

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CT457 Cont.	To: Project Team From: [REDACTED]	Email: [REDACTED]	Navigational Uses	Tuesday, July 19, 2022	<p>Thank you for the update. The vessel is actually [REDACTED] and the minimum clearance [REDACTED]. When traveling to other locations along the Trent Severn Waterway Navigation system I believe the minimum fixed height is just under 7 meters.</p> <p>I assume any new fixed structures or bridges added to the system would meet those same minimum requirements?</p> <p>Regards, [REDACTED]</p> <p>Follow-up email: I found this on the parks Canada website regarding lowest bridge on the water navigation system.</p> <p>Lowest Bridge Clearance: 6.7 metres (22 feet)</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team appreciates and thanks you for the information you have provided regarding navigational clearances. This information will be noted as the design progresses in order to meet the requirements under the <i>Canadian Navigable Water Act</i> and consultation with Transport Canada.</p> <p>We have added your contact information to the Project Contact List so you will be notified through email of the filing of the Final Environmental Conditions Report (ECR), and future milestone events including Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR) and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT446 Cont.	<p>To: Project Team</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Response to email	Tuesday, July 19, 2022	Thank you	No further action required.

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CT484	To: Project Team From: [REDACTED]	Phone: [REDACTED] Email: [REDACTED]	OnSite Magazine inquiry	Thursday, July 21, 2022	<p><u>Phone:</u> "My name is [REDACTED] I'm with [REDACTED] [REDACTED] Phone number [REDACTED] I'm preparing to go to press with just a summary of the project and I wanted to verify a couple of facts. If you could please call me [REDACTED] Thank you very much."</p> <p>Email: Hello, I'm a writer with [REDACTED] [REDACTED] We're running an article identifying what we consider to be five key road related infrastructure projects from different areas of Canada that are looking to be built within the next few years. We're including the Bradford Bypass. We'd really appreciate it if you could have a look at the attached Word file and let us know if the information it contains is factually correct, or if any errors need correction. Also, do you have any project drawings we might run alongside? Thank you, [REDACTED]</p>	* Comment directed to MTO Minister's Office for response as the same inquiry was received via other MTO communication channels.

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CT485	To: Project Team From: [REDACTED]	Phone: [REDACTED]	Expropriation	Friday July 22, 2022	<p><u>Phone:</u></p> <p>"Hi my name is [REDACTED] and I'm calling about, I have a question about Bradford Bypass. I have received letter about the expropriation of property, I just wanted to make sure that my house is under the same, if it's going to be expropriated or not. Can you please give me a call back at [REDACTED] thank you bye."</p>	<p>* [REDACTED] called [REDACTED] on August 18, 2022. [REDACTED] confirmed she was on the line.</p> <p>* [REDACTED] informed [REDACTED] she had a received an email with a letter attached about her property being expropriated, but no one has ever informed her that the Bradford Bypass will impact her property.</p> <p>* [REDACTED] asked [REDACTED] to confirm who the letter was from. [REDACTED] indicated that it may have been the Project Team lawyers, or a lawyer for a real estate agency but she can't remember.</p> <p>* [REDACTED] informed [REDACTED] that the Ministry will contact impacted property owners, so it would not have been Project Team lawyers. [REDACTED] asked [REDACTED] to confirm her address so she can give her an exact distance from the right-of-way. [REDACTED] provided her address, and F.Hamdani confirmed it would not be impacted.</p> <p>* [REDACTED] informed [REDACTED] that unless she receives correspondences from the Ministry directly or the Project Team email, the communications are not from the Project Team.</p> <p>* [REDACTED] thanked [REDACTED] and indicated she had no further questions or concerns.</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT486	To: Project Team From: [REDACTED]	Email: [REDACTED]	Hire	Friday July 22, 2022	<p>Hello,</p> <p>My name is [REDACTED] and I've recently moved to Bradford from Australia with my wife who is from Bradford. I have extensive road construction Surveying experience back in Australia and wanted to know which company has the Surveying contract for the Bradford Bypass? I'm very interested in being involved in the project and I believe that I cant contribute with my previous experience and knowledge. I have attached my resume if that could be passed onto relevant parties.</p> <p>If you have any information that would be greatly appreciated, please feel free to contact me.</p> <p>Kind Regards [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your offer in assisting the Ministry with construction surveying efforts to support the Bradford Bypass project.</p> <p>The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake this Preliminary Design and project-specific assessment of environmental impacts for the proposed Bradford Bypass. As part of the Preliminary Design, AECOM's responsibilities include assisting the Ministry in surveying and fieldwork.</p> <p>We have added your contact information to the Project Contact List so you will be notified through email of the filing of the Final Environmental Conditions Report (ECR), and future milestone events including 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.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT424 cont.	To: Project Team From: [REDACTED]	Email: [REDACTED]	Boat heights	July 25, 2022	<p>You asked for some additional height information for some watercraft who are birthed south of the anticipated bradford Bypass route. I am not affiliated with any of the marinas currently operating south of the route nor do I have any friends, relatives or associates who currently own vessels with flybridges that make clearance issues problematic at 25 feet (8.0 metres). The construction of overpasses across the navigable waterways should anticipate clearance issues for any size personal vessel so as not to unnecessarily restrict future use by any vessel owner. I realize flybridge height can be well in excess of 35 feet (10.5 metres) without antenna issues.</p> <p>I look forward to being kept informed of the progress of this project.</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team appreciates and thanks you for the information you have provided regarding navigational clearances. This information will be factored into the design considerations in order to meet the requirements under the <i>Canadian Navigable Water Act</i> and consultation with Transport Canada.</p> <p>We have added your contact information to the Project Contact List so you will be notified through email of the filing of the Final Environmental Conditions Report (ECR), and future milestone events including Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR) and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

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CT487	To: Project Team From: [REDACTED]	Voicemail [REDACTED]	Sending email	July 26, 2022	Voicemail transcript: I'll send an email out thanks Thanks,	No further action needed Suggestion: Update when email received.

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT488	To: Project Team From: [REDACTED]	Phone: [REDACTED] Work: [REDACTED]	Call back	July 26, 2022	Voicemail: [REDACTED] calling. Can somebody give me a call? [REDACTED] Thanks."	<p>* [REDACTED] called [REDACTED] on Friday, August 18 on the phone number he provided in his voicemail. [REDACTED] answered, and said to call him on his work number. [REDACTED] called [REDACTED] on [REDACTED] [REDACTED] and left a voicemail indicating the Project Team is following up on his call, and to contact us via the Project Team email or the same number.</p> <p>*No call-back as of Tuesday, August 23. Monitor voicemails and emails.</p>

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT414 Cont.	To: Project Team From: [REDACTED]	Email: [REDACTED]	Acknowledgement	July 27, 2022	Thank you very much for your update :)	No further action needed.

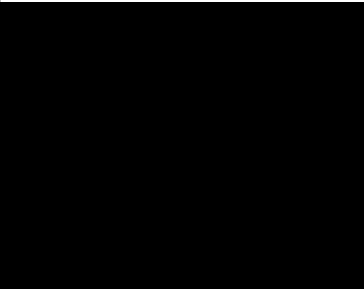
Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT467 Cont.	To Project Team From: [REDACTED]	Email: [REDACTED]	Response to email	Wednesday, July 27, 2022	Great info and response. No additional information required. Thank you.	No further action needed.

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT489	To: Project Team From: [REDACTED]	Email: [REDACTED]	Property impacts	July 27, 2022	<p>Hi there,</p> <p>Interested in learning more about the highway proximity (not onramps or exits) of this bypass to the following home: [REDACTED]</p> <p>Thanks in advance.</p> <p>--</p> <p>Best regards, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The proposed Bradford Bypass is anticipated to have no direct impacts on [REDACTED]. The property is located approximately [REDACTED] of the proposed route, and approximately [REDACTED] of the County Road 4 interchange. Please refer to the Preliminary Design map below with the property marked with a red "X," and the information materials on the Project website that shows approved alignment for the County Road 4 interchange. https://www.bradfordbypass.ca/2021/04/12/15-county-road-4-interchange/.</p> <p>[REDACTED]</p> <p>We have added your contact information to the Project Contact List so you will be notified through email of the filing of the Final Environmental Conditions Report (ECR), and future milestone events including Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR) and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and</p>

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						<p>distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely,</p>

September 2022 - Consultation Record

Reference #	To/From /Organization	Format (Email, Phone, Fax)	Topic/ Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT335 Cont.	To: Project Team From: [REDACTED]	Email: [REDACTED]	Heritage concerns Property Impact	Monday, September 19, 2022	<p>Further to your reply of July 19, 2022, we have not heard anything more regarding the loop you propose as an on/off ramp on Leslie St. that would take away any access to our house.</p> <p>It was mentioned to me during a phone conversation with you, that putting the interchange on the 2nd Concession had been considered, as well. Now that the 2nd has been widened from Green Lane, it would make a lot more sense to use that to access an interchange on the 2nd, instead of Leslie Street. Locating the interchange on the 2nd would have far less detrimental impact on any properties there, compared to Leslie.</p> <p>We are also still waiting to hear of a visit from your heritage experts, to look at the historical documentation we have on our home.</p> <p>Bruce and I would really appreciate any updates you have and hope you have made some changes to your initial Alternative plan.</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>An assessment was conducted evaluating nine interchange location scenarios to determine the best interchange configuration through the Bradford Bypass corridor. The evaluation was conducted to satisfy the study objective to improve connectivity between Highway 400 and Highway 404, facilitate 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.</p> <p>MTO has developed and considered the feasibility of an interchange at 2nd Concession Road as part of the Preliminary Design based on feedback received from municipal staff and councils. It was requested that an interchange be considered at this location based on municipal and regional development and transportation planning. The preferred alternative for the 2nd Concession Road interchange was presented during the Public Information Centre (PIC) #2 held on November 24, 2022. The PIC #2 materials illustrating the proposed interchange at 2nd Concession Road can be viewed on the Project Website (https://www.bradfordbypass.ca/pic/)</p> <p>MTO is also proceeding with an interchange at Leslie Street. The preferred alternative for the interchange at Leslie Street was also presented at PIC #2. Your property located at [REDACTED] is not anticipated to be directly impacted by the Recommended Plan for the project. The property is located approximately [REDACTED] of the proposed interchange. Please refer to the Draft Preliminary Design map below with the property marked with a red "X".</p>

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						 <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of milestone events including filing of the Draft and Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

October 2022 - Consultation Record

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT489 Cont.	█	To: Project Team From: █	Email: █	Timeline	Wednesday, October 5, 2022	Thanks for the response. This is great. When is the proposed start and finish date for this? Kind regards, █	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Preliminary Design and project specific assessment of environmental impacts for the Bradford Bypass Project is anticipated to be completed in 2023. Subsequent Detail Design and construction phases will follow.</p> <p>We have added your contact information to the Project Contact List so you will be notified through email of future milestone events including the publication of the Draft and Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT424 Cont.		To: Project Team From:	Email:	Acknowledgement of email	Wednesday, October 5, 2022	Thank you for the information.	<i>No further action required.</i>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT490		To: Project Team From:	Phone	Property impacts	Thursday, October 6, 2022	"Hello my name is . My phone number is . my phone number is . I have already called and left a message . I have has called and left a message and we have not received any phone call back at all. To be honest we just have a couple of questions about the bypass and property, and how it's going to affect . property so if you could call be back I'd appreciate that. Thank you very much."	<i>The Project Team held a property owner meeting with the individuals and discussed the concerns. Comments and concerns were addressed, and the Project Team offered to arrange a follow up meeting if any questions or concerns arise.</i>

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CT491	FH	To: Project Team From: [REDACTED]	Email: [REDACTED]	Meeting	Tuesday, October 11, 2022	<p>Good morning,</p> <p>Following up on the request below we did have a preliminary conversation with someone from your team.</p> <p>She was unable to answer a number of our questions and committed to scheduling a broader connect.</p> <p>We haven't heard back on when that call will take place.</p> <p>Awaiting your response,</p> <p>[REDACTED]</p>	<p>[REDACTED] called [REDACTED] on November 17, 2022. [REDACTED] was also in the room. [REDACTED] and [REDACTED] are the owners of the home.</p> <p>*The owners noted their home is on [REDACTED] and understand they are not directly impacted by the Bradford Bypass works.</p> <p>*The owners noted per the previous correspondence they wanted a meeting; [REDACTED] noted he can provide answers to most of the questions they may have.</p> <p>*The owners requested how to get a link for PIC#2.</p> <p>*[REDACTED] clarified registration for PIC #2 is through the Bradford Bypass Project Website, and once registered they'd receive a Zoom link.</p> <p>*The owners wanted clarification on what would be shared at PIC #2.</p> <p>*[REDACTED] stated the PIC will go through the project overview, timeline, alternatives, and draft recommendations.</p> <p>*The owners asked if they could still give comments and feedback.</p> <p>*[REDACTED] stated the public can provide comments and feedback during the PIC and through the Project Team email. [REDACTED] also noted that the project website has the most up to date information.</p> <p>*The owners stated they are concerned with why an interchange is proposed at 10th Sideroad when there was already a 400 interchange and a County Road 4 / Yonge Street interchange in close vicinity. They noted they saw information in May 2022 about the 10th Sideroad interchange, the addition of ramps on 10th Sideroad, and would prefer not to have the interchange.</p> <p>*[REDACTED] noted the 10th Sideroad and 2nd Concession interchanges were a request by staff</p>

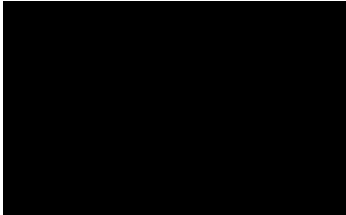
Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
							<p>and council from municipalities, the Project Team's role is to consider the additional interchanges, based on various factors and assess and evaluate the alternatives and impacts.</p> <p>*The owners stated the alternative plans for 10th Sideroad Interchange are not currently clear if the highway was going over or under 10th Sideroad, and this would be important for their comments.</p> <p>* [REDACTED] clarified details of the Bradford Bypass going over or under are considerations taken into account during the assessment and evaluation process, and design plans are being developed on an ongoing basis.</p> <p>*The owners noted their neighbours are being talked to about taking frontage of property.</p> <p>* [REDACTED] clarified property owner impact meetings were ongoing with directly impacted property owners to obtain feedback on impacts prior to the PIC.</p> <p>*The owners requested clarifications on the meaning of the lines for the 10th Sideroad alternatives.</p> <p>* [REDACTED] clarified the proposed right-of-way includes the grading and landscaping for the Bradford Bypass.</p> <p>*The owners noted they are concerned with drivers being able to see into their yard and lights going into their house from the ramps. The owners were also concerned with drivers coming off of the "N-W Ramp" and onto 10th Sideroad at high speeds and not stopping.</p> <p>* [REDACTED] stated they had valid concerns that are part of the assessment of alternatives, and clarified the alternative plan ramp labelled "Ramp N-W" is an on-ramp onto the highway, and "Ramp E-N/S" is an off-ramp off of the highway to a stop or signalized intersection.</p>

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							<p>*The owners noted concerns with no present signal or stop sign on 10th Sideroad and Arthur Evans Crescent, concerns with the safety of kids crossing to get to the park, and concerns with traffic speeding up as they go over the hill to use the "Ramp N-W" and go onto the highway, even though there is a speed drop from 80 to 60 north of the interchange <i>[Post-meeting note: the 60km/h southbound posted sign is at 9th Line, prior to a hill, roughly [REDACTED]]</i>.</p> <p>*[REDACTED] noted their feedback on safety is important and will be taken into consideration.</p> <p>*The owner stated they had limited time remaining, and would like the following addressed:</p> <ul style="list-style-type: none"> • Concerns with lighting and noise. It was acknowledged that these questions may have been addressed in previous correspondence with the Project Team. • Stated the interchange should be moved south. • Concerned with speed on 10th Sideroad <p>*The owners noted support for the Bradford Bypass, and requested an additional meeting when they have more time available to ask more questions.</p> <p>*[REDACTED] stated to email the Project Team with ranges of available times and dates for another meeting.</p>

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CT492		To: Project Team From:	New stakeholder comment form	New stakeholder comment form	Tuesday, October 11, 2022	<p>1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p></p> <p>--- Email ---</p> <p></p> <p>--- Phone Number ---</p> <p></p> <p>--- Mailing Address ---</p> <p></p> <p>--- Field ID #9 ---</p> <p>Please send communications by post mail.</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>N/A</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e.,</p>	<p>Hello </p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including the publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR) and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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						recreation or commercial uses), or are you aware of others doing so? --- No --- If Other Vessels (please specify below) --- N/A	

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT493		To: Project Team From:	Email:	Property impacts	Tuesday, October 25, 2022	<p>Hello,</p> <p>I am a resident of . I just got the news about your project and need to know if my street(house) is impacted by this project. I wasn't able to figure that out online from https://www.bradfordbypass.ca/faq/. Please advise. Thanks</p> <p></p>	<p>Hello</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR) and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website, and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>For more specific concerns or questions, your inquiry is currently under review by the Bradford Bypass Project Team. A response will be provided as soon as possible; we appreciate your patience.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT493 Cont.		To: Project Team From:	Email:	Property impacts	Monday, October 31, 2022	Thank you for your response. I live in Is this street inside your project? Lida	<p>Hello</p> <p>Thank you for your reply.</p> <p>The proposed Bradford Bypass is not anticipated to have any direct impact on The property is located approximately of the Technically Preferred Route for the Bradford Bypass project.</p> <p>Please refer to the Draft Preliminary Design map below with your property marked with a red "X".</p>  <p>The Recommended Plan design for the Bradford Bypass can be viewed on the Project Website by viewing the Public Information Centre (PIC) #2 materials that were presented on November 24, 2022. To view PIC #2 materials, please visit the consultation page on the Project Website (https://www.bradfordbypass.ca/pic/). The Early Works, as set out in O. Reg. 697/21, is focused on a grade separated bridge crossing for the future Bradford Bypass at County Road 4.</p> <p>To promote efficiencies between the Bradford Bypass Project and the County of Simcoe's widening of County Road 4 (2012 approved Municipal Class Environmental Assessment), the County Road 4 Early Works is proceeding in advance of the rest of the Bradford Bypass Project to incorporate the widening of this section of County Road 4 including a 3.0m wide multi-use path. In</p>

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							<p>accordance with the Early Works Assessment Process in O. Reg. 697/21, MTO was required to complete all regulatory requirements set forth in the regulation, such as carrying out consultation, and obtaining permits and approvals for the project. For more information, please visit the Early Works page on the Project Website (https://www.bradfordbypass.ca/early-works/).</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT494	████	To: Project Team From: ██████████	Email: ██████████	Notices	Thursday, October 27, 2022	<p>Hello,</p> <p>We received the hard copy letter addressed to ██████████. Enbridge no longer accepts hard copy notifications. Please send any and all notices regarding this project to ██████████.</p> <p>Please note that ██████████ has not worked at Enbridge for approximately 10 years.</p>	<p>Hello ██████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have updated our Project Contact List so that all future notices are sent to ██████████ and we have removed ██████████.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT495		To: Project Team Form:	Email:	In-ground heating	Thursday, October 27, 2022	<p>I would very much like to discuss this further with the project team. I disagree about the statement of cost-efficiency for this project. My 20 years of experience in the snow removal industry and the 15 years I've had operating my own business gives me insights to the long-term costs. I have experience with in-ground heating, which is being used on a greater frequency for small scale areas. I do not propose that the entire 16+ kilometres be heated, but those stretches adjacent to the waterways.</p> <p>I will be available for greater frequency after November 2nd, and would be interested to discuss with the planners. This is an opportunity to look to the future and make good impressions on the naysayers, those that don't believe that highways can make a difference to the environment. As a frequent traveller of the local commuter routes, this highway can be amazing for the environment.</p> <p>Regards,</p>	<p>MTO EMAIL Feb. 2, 2023 – MTO TO PROVIDE A CONTACT TO THE REPLY BELOW.</p> <p>NEW DRAFT RESPONSE PROVIDED Feb. 10, 2023 FOR MTO REVIEW.</p> <p>Hello </p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The ministry supports innovation and is always interested in new technologies. The ministry has protocols in assessing these new technologies which involves discussions with other agencies and owners throughout Canada and the US, especially those with similar climates. Due to the freeway geometry, size of the bridges, cost, and energy use, the ministry has determined that the current winter maintenance strategy would be appropriate for this freeway. These bridges themselves are quite a large size, and the relatively straight and flat freeway geometry means that regular winter maintenance would be appropriate and excessive salting would not be required.</p> <p>We have added your contact information to the Project Contact List so you will be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p>

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CT496		To: Project Team From:	Email:	Design	Thursday, October 27, 2022	<p>Hi</p> <p>I am inquiring about the most updated design of the Highway. The plans that were available on the website are old and I would like to get a most updated plan for the design of the Highway</p> <p>Regards</p>	<p>Hello </p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The preferred Preliminary Design alternatives were presented at Public Information Centre (PIC) #2 which was held on November 24, 2022. Please refer to the PIC #2 information materials which are available on the Project Website to view and include the most recent Preliminary Design for the project. (https://www.bradfordbypass.ca/pic/). Please note that the Preliminary Design will continue to progress in 2023.</p> <p>Environmental impact assessment studies are ongoing and are anticipated to be completed in 2023. Results of the studies, including commitments to future work, will be summarized in a Draft and Final Environmental Impact Assessment Report (EIAR) per O. Reg. 697/21. Commitments and required permits and approvals identified in the studies will be carried forward to subsequent Detail Design and Construction phases. The Draft Environmental Impact Assessment Report (EIAR) will be made available for public review and comment prior to finalization.</p> <p>We have added your contact information to the Project Contact List so you will be notified through email of future milestone events including filing of the Draft and Final EIAR and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p>

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CT329 Cont.		To: Project Team From:	Email:	Remove from CL	Thursday, October 27, 2022	<p>We have not been removed from the email list.</p> <p>We just got another email from projectteam@bradfordbypass.ca. "Ontario Ministry of Transportation: Notice of Publication of Final Environmental Conditions Report" On 2022-10-27 2:36 p.m.</p> <p>What is the problem? You haven't removed us since July after multiple attempts.</p>	<p>Hello </p> <p>Thank you for your email. Your contact information was duplicated in our distribution list, and we had missed it. It is now removed, so you will no longer receive updates on the Project. We sincerely apologize for the inconvenience.</p> <p>If you have any questions or concerns, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT338 Cont.	████	To: Project Team From: █████	████████████████████	Timeline	Thursday, October 27, 2022.	"My understanding is they're going to break ground in 2022 and by the looks of it it's preliminary so what does that mean? Another 20 years we're going to wait. This is a bit confusing, there's signs up saying there's a new route but preliminary means it's not going to happen for awhile. Anyways, I'd love you to call back at █████. My name is █████. Thank you."	<p>████ called █████ on November 16, 2022. █████ confirmed he was on the line.</p> <p>* █████ thanked █████ for calling him back, and stated he was pleased with the Project Team's efforts as most Projects don't respond to him.</p> <p>* █████ stated she's calling to clarify the timing of the Project. She stated the overall Project is in the Preliminary Design phase, which is expected to be completed in 2023. Detail design and construction will follow, but she can not comment on the timing and duration of those phases. █████ also stated that the construction of the County Road 4 Early Works has commenced, which focuses on a grade separated bridge crossing at County Road 4 (Yonge Street).</p> <p>* █████ asked if the interchanges are in construction.</p> <p>████ stated the interchanges at █████ and █████ are apart of the overall Project, and are still in the Preliminary Design phase.</p> <p>* █████ asked if a preferred alternative has been selected for the Bathurst Street Interchange.</p> <p>* █████ informed █████ that preferred alternative will be presented at Public Information Centre (PIC) #2, which is on November 24 from 7:00 p.m. to 9:00 p.m. She informed him that registration is now open on the Project website.</p> <p>* █████ stated he is interested in attending, and requested the Project Team send him copies of the preferred alternatives after the PIC.</p> <p>* █████ committed to sending the preferred alternatives to █████ after the PIC, and asked if █████ had additional questions. █████ stated no.</p> <p>* █████ closed comment.</p>

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Con't from above.	Con't from above.	Con't from above.	Con't from above.	Con't from above.	Con't from above.	Con't from above.	<p>Dear [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>In follow-up to your discussion with Fadwa H. on November 16, 2022, the preferred Preliminary Design alternatives were presented at Public Information Centre (PIC) #2 which was held on November 24, 2022. Please refer to the PIC #2 information materials which are available on the Project Website to view and include the most recent Preliminary Design for the project. (https://www.bradfordbypass.ca/pic/). Please note that the Preliminary Design will continue to progress in 2023.</p> <p>Environmental impact assessment studies are ongoing and are anticipated to be completed in 2023. Results of the studies, including commitments to future work, will be summarized in a Draft and Final Environmental Impact Assessment Report (EIAR) per O. Reg. 697/21. Commitments and required permits and approvals identified in the studies will be carried forward to subsequent Detail Design and Construction phases. The Draft Environmental Impact Assessment Report (EIAR) will be made available for public review and comment prior to finalization.</p> <p>If you have any questions or concerns, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT497		To: Project Team From:	Phone:	Golf course	Thursday, October 27, 2022	<p>"Yes my name is [REDACTED] My phone number is [REDACTED] I just received your latest notice and noticed the Technically Preferred Route remains south and a straight line between the 400 and the 404 and comes about [REDACTED] I'm wondering about your technical considerations beyond your golf course and the political issues there. It would certainly seem to make more sense to run directly across from a straight line on Holborn Road. Also avoiding a fairly large parallel track on river. If someone could give me a call I would appreciate it. Thank you, bye."</p> <p>[REDACTED]</p>	<p>[REDACTED] called [REDACTED] on November 17, 2022. [REDACTED] confirmed he was on the line.</p> <p>[REDACTED] asked if the Technically Preferred Route is being realigned to avoid the golf course.</p> <p>[REDACTED] stated projects of this magnitude have route refinements to balance the technical needs for the highway with potential environmental and property impacts. The Technically Preferred Route identified an alignment at the Holland River East Branch that has the potential to impact fish habitat as a result of pier placement along the meander bends a backwater refuge area, and a known archaeological site. Additionally, socio-economic impacts to the Albert's Marina and Silver Lakes Golf and Country Club were identified.</p> <p>[REDACTED] asked why the Project Team is not looking at alternate corridor options?</p> <p>[REDACTED] stated alternate route options have been ruled out because the planning process for the 2002 Approved Environmental Assessment narrowed down alternatives from a broad range of potential solutions. The study required gathering relevant information with respect to the existing and future conditions in the analysis area so that the impacts (both positive and negative) of each alternative could be compared under different factors. She stated information was gathered and grouped under five broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment, and the Technically Preferred Route was selected in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>[REDACTED] stated this was going to impact his home.</p> <p>[REDACTED] requested [REDACTED] address, and committed to providing an email providing the</p>

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							<p>approximate distance between his home and the Technically Preferred Route.</p> <p>██████████ asked what the Project Team is doing in terms of noise and road salt.</p> <p>██████████ stated a Noise Impact Assessment is being undertaken for the refined Preliminary Design of the Preferred Route in accordance with MTO's Environmental Guide for Noise. MTO will continue to investigate noise mitigation measures, including consideration for existing and future noise barrier walls, where the proposed improvements to the Project are expected to increase ambient noise levels above acceptable levels as outlined in MTO's Noise Guide. She also stated a Drainage and Hydrology Assessment, and Groundwater Impact Assessment is being completed as part of the study to develop an efficient and effective drainage system for the freeway, while addressing potential impacts relative to runoff.</p> <p>██████████ stated that he still believes the Project is politically fixed.</p> <p>██████████ asked ██████████ if he had additional questions. ██████████ stated no.</p> <p>██████████ closed comment.</p>

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CT497 Cont.	█	To: Project Team From: █	█	Property impacts	Thursday, November 17, 2022	*See transcript above. Providing distance between owners property and the Technically Preferred Route.	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Following up on your phone call with █ on November 17, 2022, the proposed Bradford Bypass is not anticipated to have a direct impact on █. The property is located approximately █ of the proposed Holland River East Branch crossing. The materials on the Project Website that show design alternatives for the Holland River East Branch Crossing can be viewed in the recent Public Information Centre (PIC) #2 materials presented publicly on November 24, 2022. To view PIC #2 materials, please visit the consultation page on the Project Website (https://www.bradfordbypass.ca/pic/).</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT166 Cont.	█	To: Project Team From: █ █ █	Email: █	Design	Thursday, October 27, 2022	<p>Good Afternoon,</p> <p>Thanks you for the recent email notice. Where can I find the preliminary plan and profile of the highway?</p> <p>Thank you,</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The preferred Preliminary Design alternatives along with the Recommended Plan for the Bradford Bypass were presented at Public Information Centre (PIC) #2 which was held on November 24, 2022. Please refer to the PIC #2 information materials on the Project Website to review the alternatives and Recommended Plan for the project (https://www.bradfordbypass.ca/pic/).</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT350 Cont.		To: Project Team From:	Email:	Highway name	Thursday, October 27, 2022	<p>Hi. Just following up on my inquiry as to why no 400-series number has been assigned to the Bradford Bypass yet. You would think this would be a "no brainer" as either Highway 488 or Highway 489 or some other 400 number.</p> <p>In January 2021, you stated "it is anticipated that it will be given a 400-series route number". In May 2022 you confirmed that entry and exit from the highway would be at designed "grade-separated interchanges".</p> <p>However, your latest definition that was used in a recent notification from you is shown as follows <u>(emphasis added)</u>:</p> <p><i>"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 <u>grade separated crossings</u>..."</i></p> <p><i>The current study proposes preliminary design refinements to the route alignment and interchanges, design standard updates to the freeway interchanges, and <u>grade separated crossings at local roads</u>..."</i></p> <p>If you are intending that the highway will have "grade separated crossings at local roads", that means it will not meet the criteria to be labelled a 400-series highway, correct? It sounds to me like it will be similar to Highway 11 from Gravenhurst to North Bay that has grade separate crossings at local roads, rather than full interchanges, which is why Highway 11 has not been relabelled as Highway 411.</p>	<p>Hello </p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>At this time, a highway route number has not been assigned to the Bradford Bypass. Should the decision on a highway route number occur during this Preliminary Design Study, this information will be shown on final plans.</p> <p>The preferred Preliminary Design alternatives along with the Recommended Plan for the Bradford Bypass were presented at Public Information Centre (PIC) #2 which was held on November 24, 2022 and includes consideration for full interchanges at 10th Sideroad, County Road 4, Bathurst Street, and 2nd Concession Road, and a partial interchange at Leslie Street. Please refer to the PIC #2 information materials on the Project Website to review the alternatives and Recommended Plan for the project (https://www.bradfordbypass.ca/pic/).</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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						<p>Please clarify the definition of the proposed highway and/or the definition of what you mean by "grade separated crossings at local roads".</p> <p>Thanks!</p> <p>██████████</p>	

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CT218 Cont.		To: Project Team From: [REDACTED]	Email: [REDACTED]	Change in property ownership	Thursday, October 27, 2022	<p>Good afternoon,</p> <p>Thank you for this update. I have attached information regarding the new owners of the [REDACTED]. [REDACTED] has been retained by [REDACTED] (their team is copied in on this email) to provide consulting services related to the transportation issues.</p> <p>We look forward to hearing from you regarding the date of the upcoming Public Information Centre.</p> <p>Thank you.</p> <p>[REDACTED]</p> <p>Add to CL and update PTE list with:</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have updated our Project Contact List with the information of the new owners of 3664 Line 8.</p> <p>A Notice of Public Information Centre (PIC) #2 was issued to everyone on the Project Contact List on November 10, 2022. Please see attached. Additionally, publication of the Notice of PIC #2 was posted on the Project Website (www.bradfordbypass.ca) and in the following newspapers:</p> <ul style="list-style-type: none"> Bradford West Gwillimbury Topic on Thursday, November 10, 2022 East Gwillimbury Topic on Thursday, November 10, 2022 <p>PIC #2 was hosted virtually on November 24th from 7:00 p.m to 9:00 p.m Eastern Standard Time (EST) through the Zoom platform where the preferred preliminary design alternatives and Recommended Plan for the Bradford Bypass was presented. To view the information materials from PIC #2, please visit the consultation page on the Project Website (https://www.bradfordbypass.ca/pic/).</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including the filing of the Draft and Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free</p>

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							<p>at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT498	█	To: Project Team From: █	Email: █	Add to CL	Thursday, October 27, 2022	Would you please add my name and e-mail address to your list of those receiving information and updates on the Bradford bypass. Thank you. E-mail : █	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR) and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT499		To: Project Team From:	Email:	Interchanges	Thursday, October 27, 2022	can you confirm that when the bradford bypass is built that there will for certain be interchanges at bathurst, 2nd concession and leslie? i thought that was the case but read in your material one thing that says 2nd concession is not warranted because it is rural?	<p>Hello</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>This Preliminary Design Study includes consideration for interchanges at 10th Sideroad, County Road 4, Bathurst Street, 2nd Concession Road, and Leslie Street. The interchange locations for County Road 4, Bathurst Street, and Leslie Street were developed, evaluated, and selected in the 2002 Approved Environmental Assessment.</p> <p>MTO developed and considered 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 and 2021. It was requested that interchanges be considered at these locations based on municipal and regional development and transportation planning completed by Simcoe County and York Region. For each interchange, configuration options were developed as shown in the materials for the Preliminary Design Interchange Considerations for 10th Sideroad and 2nd Concession Road on the Project Website, can be found here (https://www.bradfordbypass.ca/wp-content/uploads/2022/04/2022-21-04_MTG-PublicConsultationInterchanges.pdf).</p> <p>The preferred interchange configurations as well as the overall Recommended Plan for the Bradford Bypass project was presented at Public Information Centre (PIC) #2 held on November 24, 2022 from 7:00 p.m. to 9:00 p.m. Eastern Standard Time (EST). To view the PIC #2 information materials, please visit the consultation page of the Project Website (https://www.bradfordbypass.ca/pic/)</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact</p>

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							<p>Assessment Report (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT500	█	To: Project Team From: █	Email: █	Response to Final ECR OGN	Thursday, October 27, 2022	Good day, Thank you. I am circulating your communication so that the relevant persons may contact you.	<i>*No further action required.</i>

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CT462 Cont.	█	To: Project Team From: █	Email: █	Protest against BBP Jefferson Salamander	Friday, October 28, 2022	<p>Fuck you and your fucking highway, never fucking message me again.</p> <p>BY THE WAY</p> <p>I found an endangered Jefferson Salamander in the land that you want to plow through for your disgusting highway. I can geotag the location as I took a picture of it.</p>	<i>*The individual was removed from the contact list as requested.</i>

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CT501		To: Project Team From:	Email:	Add to CL	Friday, October 28, 2022	<p>My wife and I have purchased from her parents</p> <p>We are farming the property that fronts on both</p> <p>Please add to your mailing list for communication regarding the Bradford Bypass.</p> <p>Our mailing address is as follows:</p> <p></p> <p>Thanks,</p> <p></p>	<p>Hello</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added you to the Project Contact List and you will be notified through email of future milestone events including publication of the Environmental Conditions Report (ECR), Public Information Centre (PIC) #2, the Environmental Impact Assessment Report (EIAR) and other updates for this study. An Ontario Government Notice (OGN) announcing the date of the future PIC will be published in local newspapers, posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area. Stakeholders on the Project Contact List will receive direct notification through mail or email.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT353 Cont.		To: Project Team From: [REDACTED]	Email: [REDACTED]	New housing legislation	Friday, October 28, 2022	<p>Dear Project Team,</p> <p>Thank you very much for the follow up with response details; I appreciate the additional time taken.</p> <p>It is reassuring that more studies are in progress.</p> <p>I would like to continue my questioning about why alternative options have been ruled out. As I drive in the area often, I see the east-west corridor in question and the existing country roads that are in quite close proximity. I would like to better understand why widening or redesignating these thoroughfares have been ruled out?</p> <p>Additionally, a new concern is that the 'Faster Housing' legislation will limit the scope of involvement of conservation authorities in future studies and processes, especially in regards to wetlands redesignation and endangered species mitigation, both at stake in this project. Is this project going to be impacted by the Faster Housing legislation?</p> <p>I thank you again for your time and conscious efforts to go forward in a good way.</p> <p>I look forward to the forthcoming data and information.</p> <p>Sincerely, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your continuous participation throughout the Preliminary Design.</p> <p>Alternate route options have been ruled out as the planning process for the 2002 Approved Environmental Assessment narrowed down alternatives from a broad range of potential solutions. The study required gathering relevant information with respect to the existing and future conditions in the analysis area so that the impacts (both positive and negative) of each alternative could be compared under different factors. To allow a satisfactory and comprehensive comparison to be made, information was gathered and grouped under five broad factors: Transportation, Natural Environment, Social Environment, Economic Environment, and Cultural Environment. The Technically Preferred Route was selected in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning (Official and Transportation Master Plans, Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>MTO is working with the Ministry of Municipal Affairs and Housing on the implementation details of Bill 23 to ensure that provincial policies are considered and that the potential risks are minimized and mitigated throughout Bill 23 implementation stages.</p> <p>As part of this project, the ministry will carefully consider all impacts of the BBP and will continue to work with environmental agencies, municipalities and other concerned stakeholders to identify measures to avoid or mitigate the potential impacts</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
							<p>of placing the new provincial highway within areas of the existing and enhanced Greenbelt lands. As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT449 Cont.	█	To: Project Team From: █	Email: █	Support for BBP	Sunday, October 30, 2022	I wish to thank you for the information provided and I applaud the hard work the entire team has generated. █	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your continued support.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including, filing of the Draft and Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT339 Cont.	█	To: Project Team From: █	Email: █	CR4 Early Works	Monday, October 31, 2022	<p>Good morning and thank you for your reply.</p> <p>"Once Early Works construction starts at this location, its (sic) anticipated that Brennan-MH will place construction signs on County Road 4 for construction staging purposes"</p> <p>Construction has not started on either Highway 400 nor Highway 404, yet signs have been present at those locations for over a year.</p> <p>Why have signs been placed there since construction has not begun?</p> <p>Thank you</p> <p>█</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The previous response was in relation to the County Road 4 Early Works Design-Build contract was awarded to Brennan Paving & Construction Ltd. on April 5, 2022, to construct a bridge on County Road 4 in Simcoe County over the future Bradford Bypass freeway. As announced on November 9, 2022 by Premier Ford, construction has started, and it is anticipated that the bridge will be opened to traffic by late fall 2024.</p> <p>There has been some confusion about the location of the Bradford Bypass and these signs on Highway 400 and Highway 404 are a way to help ensure members of the public understand the proposed location of the route at some of the key junction points.</p> <p>As you are already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

November 2022 - Consultation Record

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT502	█	To: Project Team From: █	Phone: █	Property impacts	Wednesday, November 2, 2022	Hello my name is █. I have a property on Holland River. Was wondering to know what the clearance of the overpass on the west branch is, regarding clearance for boats part of water weight system, if you can call me █	<p>█ called █ on November 29, 2022. M.Feathers confirmed he was on the line.</p> <p>█ asked if █ property was north or south of the Bradford Bypass. █ stated this was irrelevant to his request.</p> <p>█ asked what the vertical clearance is at the Holland River and west and east bridges.</p> <p>█ noted at this time a preliminary clearance of 8m is being provided at the Holland River and Holland River East Branch bridges.</p> <p>█ noted this vertical clearance was good for 24-25ft cruisers [converted this is 7.31 to 7.62m], with masts, navigational lights, arches and antennas, and the 4 Marinas and property owners adjacent to the Holland River are users of the rivers. █ also noted the Trent-Severn and Rideau Canals had 8m clearances, and a minimum clearance as well, the requirements for these waterways should be checked for consistency, and sailboats would not be able to get through this.</p> <p>█ requested a confirmation of the preliminary clearance of 8m provided. █ does not have an email address, and requested the information be mailed to the following:</p> <p>█</p> <p>█ closed comment.</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT503	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Update CL	Wednesday, November 2 nd , 2022	<p>Hello,</p> <p>Thank you for your email regarding a letter for the Notice of Publication of Draft Environmental Conditions. Any consultation notices must be sent electronically to [REDACTED]. All notices about mining plans and permits must be sent electronically to [REDACTED].</p> <p>If you have any further questions, please contact the toll-free Registry phone line at [REDACTED].</p> <p>Please remember to quote your [REDACTED] in all communication regarding this matter.</p> <p>[REDACTED]</p> <p>This email is intended only for the named recipient(s) and may contain information that is CONFIDENTIAL. No waiver of privilege, confidence or otherwise is intended by virtue of this email. Any unauthorized copying is strictly prohibited. If you have received this email in error, or are not the named recipient, please immediately notify the sender and destroy the copies of this email. Thank you.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team confirms that the Notice of Publication of Draft Environmental Conditions Report and the Notice of Publication of the Final Environmental Conditions Report were also sent to [REDACTED] and the [REDACTED]. [REDACTED] was referenced in the subject title. Please see attached.</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT225 Cont.	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Discipline reports	Wednesday, November 9, 2022	<p>Hello, on p.115 of the ECR for the bradford bypass the document states that an impact assessment for fish will "follow under separate cover" please advise whether this has been completed and if so provide a copy to me. If not when is the anticipated timing of completion?</p> <p>Same question for the air quality impact assessment on p.213 of the ECR which states that the air quality impact assessment will include an assessment for construction and operational conditions.</p> <p>Regards,</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Fish and Fish Habitat Impact Assessment is underway to identify and assess impact to fish and fish habitat, and to inform mitigation measures and monitoring activities for the next phase of the project. The Fish and Fish Habitat Impact Assessment Report will review and assess all impacts to watercourse crossings and provide mitigation through culvert and bridge designs, natural channel designs, and vegetation restoration.</p> <p>The Air Quality Impact Assessment is also underway to identify potential impacts and recommend mitigation measures and future commitments. The assessment will follow MTO's Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (May 2020) (Air Guide) for both the construction and operation phases of the Bradford Bypass. MTO's Air Quality Impact Assessment predicts the cumulative concentration of various contaminants of concern (including GHG) that will be produced using a combination of historical background concentrations of contaminants in the vicinity of the project and air emissions/dispersion modeling which is then compared to the Provincial Ambient Air Quality Criteria (AAQC) and the Canadian Ambient Air Quality Standards (CAAQS).</p> <p>Both studies noted above are underway as the Preliminary Design is progressing and are anticipated to be completed in 2023. A summary of the results of the studies, including commitments to future work, will be included in the Draft Environmental Impact Assessment Report (EIAR) per O. Reg. 697/21. Project commitments and anticipated permits and approvals identified in the studies will be carried forward to subsequent Detail Design and construction phases.</p>

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							<p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT504	█	To: Project Team From: █ █ █	Email: █	Surveying plans	Wednesday, November 9, 2022	<p>Hello,</p> <p>We have reviewed the proposed freeway to freeway interchange alternatives under consideration at Highway 400 as they relate to our property located at █</p> <p>Please find attached a █</p> <p>We would like the Bradford Bypass Project Team to underlay the Plan of Survey to the interchange alternatives, provide underlaid alternatives back to us and let us know how much additional land taking each option requires compared to the "Designated As Controlled Access Highway By MTO Order in Council 997/2004 Inst. █</p> <p>█ currently on the Plan of Survey provided.</p> <p>Please feel free to call if you would like to discuss our request further.</p> <p>Thank you,</p>	<p>Hello Thomas,</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>At this time, we can only provide a draft preliminary plan of proposed property requirements for the property at █ as the Preliminary Design for the project is in progress. This is the same draft preliminary plan that would be provided if a meeting was held with the property owner to discuss anticipated impacts to the property, understand concerns and identify opportunities to mitigate impacts. Please see the attached file.</p> <div data-bbox="1187 472 1520 894" data-label="Image"> </div> <p>Please let us know if the property owner would like to have a meeting to discuss the impacts further.</p>

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							<p>For further details on the current Preliminary Design, which were also shared at the Public Information Centre (PIC) #2 held on November 24, 2022, and project roll plans are available on the Project Website (https://www.bradfordbypass.ca/pic/).</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT504 Cont.		To: Project Team From: [REDACTED] [REDACTED]	Email: [REDACTED]	Follow-up	Thursday, November 17, 2022	Hello, We are following up on our request below. Please feel free to call if you would like to discuss our request further. Thank you,	*See CT504 above.

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CT504 Cont.	█	To: Project Team From: █ █ █	Email: █	Follow-up	Monday December 5, 2022	Hello, We are following up on our request below. Please feel free to call if you would like to discuss our request further. Thank you,	*See CT504 above.

January 2023 - Consultation Record

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT547		To: Project Team From:	Email: [REDACTED]	Project Timeline	January 2, 2023	<p>Hello, Could you please tell me what is the estimated completion date? Of this full project</p> <p>I want to move to Keswick..</p> <p>And it will be helpful for me to make a decision.</p>	<p>H [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Preliminary Design and project specific assessment of environmental impacts for the Bradford Bypass Project is anticipated to be completed in 2023. Detail Design and construction phases will follow.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Report and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the Project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

December Comment Tracker

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT549	█	To: Project Team From: █ █	Phone █	Property Inquiry.	January 10, 2023	Hi there. I tried to leave a message earlier but was cut off. My name is █ █. I'm calling to get a few questions answered about the Bradford Bypass. My clients may be buying a home that backs onto the proposed Bypass. If you could be a call my number is █ Once again my name is █ Thank you. Bye-bye.	*See CT549 Cont. below

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CT549 Cont.	█	To: Project Team From: █	Email: █	Property Inquiry	January 10, 2023	<p>Hello,</p> <p>I hope this email finds you well.</p> <p>I have clients who are considering purchasing a home that backs onto the proposed bypass. The subject property is █</p> <p>I was hoping to get a few questions answered:</p> <ol style="list-style-type: none"> 1. How far away from the █ is the proposed bypass expected to be? 2. Will there be sound barriers on each side of the highway? 3. Are there any proposed entry/exit ramps from Yonge St to the bypass? <p>Any information you can share with me would be greatly appreciated. You can also call me at █. Thank you!</p> <p>Best Regards, █</p>	<p>Hi █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please find the following response to address your comments which were submitted on January 10, 2022.</p> <ol style="list-style-type: none"> 1. How far away from the backyard lot line of █ is the proposed bypass expected to be? <p>The proposed Bradford Bypass is not anticipated to have direct impacts on any of the properties located on Wyman Crescent. Specifically, █ is located approximately █ from the proposed Bradford Bypass future right of way and approximately █ from the County Road 4 West to North/South (W-N/S) ramp. Please refer to the Preliminary Design map below with the street marked with a red "X". Additionally, Public Information Centre (PIC) #2 was held on November 24, 2022 and information materials which can be found on the Project Website also shows the preferred realignment alternative at County Road 4 Interchange (https://www.bradfordbypass.ca/pic/).</p> <div style="background-color: black; height: 150px; width: 100%;"></div>

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							<p>2. Will there be sound barriers on each side of the highway?</p> <p>As part of the Preliminary Design of the Bradford Bypass Project, a Noise Impact Assessment Report is underway to identify potential impacts and recommend mitigation measures/future commitments. Noise investigations are still underway and mitigation strategies will be further assessed as more information is gathered. The results summarized as part of the Draft Environmental Impact Assessment Report that will be posted on the website for public review and comment.</p> <p>3. Are there any proposed entry/exit ramps from Yonge St to the bypass?</p> <p>The Recommended Plan includes a County Road 4 (Yonge Street) interchange with on-ramps and off ramps to and from the Bradford Bypass. Please refer to the above map showing the location of the interchange and associated ramps.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including-filing of the Draft and Final Environmental Impact Assessment Reports and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT550	████	To: Project Team From: ██████████	Stakeholder Comment Form	Add to mailing list	January 15, 2023	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name --- ██████████</p> <p>--- Title --- ██████████</p> <p>--- Department/ Organization --- ██</p> <p>--- Email --- ██</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No</p>	<p>Hello ██████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT551	████	To: Project Team From: ██████	████████████████	Stakeholder Comment Form	1/19/2023	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name --- ██████████</p> <p>--- Email --- ████████████████████████████████</p>	<p>Hello ██████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT552	█	To: Project Team From: █ █ █ █	█	Bridge Height	January 20, 2023	<p>The proposed 8 meter bridge vertical clearance, south of the proposed bradford bypass, is not compatible with dual station cruiser boats. and should be 10 meters .</p> <p>Thank you, the concerned groups .</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team appreciates the information you have noted regarding your vessels and/or view of the recommended vertical bridge clearance requirements for accommodating navigation on under the Holland River and Holland River East Branch. The Ministry recognizes that there are upstream limits to navigation at Bridge Street/Yonge Street (Holland River) and Queensville Sideroad West (Holland River East Branch) that may limit further upstream access for these vessel types.</p> <p>The Project Team is currently designing bridges over the Holland River and Holland River East Branch, which are listed as Scheduled Waters, in compliance with the <i>Canadian Navigable Waters Act</i> (CNWA). Per the Act, the Project Team is actively engaging with Transport Canada and is providing an opportunity for the public to provide input into the design of the bridges.</p> <p>The minimum vertical and horizontal bridge clearances of the main span of the bridges under the Holland River and Holland River East Branch will be determined during this Preliminary Design phase. In the following Detailed Design phase, the bridges will be further refined, and permanent navigational aids and signage will be developed. Before the bridges can be constructed, approval from Transport Canada will be required. During Construction, the Contractor will implement measures and plans related to navigation, including installing temporary navigational aids and signage to protect the public on the waterway. The timelines for these project phases after Preliminary Design are not defined at this time.</p> <p>The preliminary 8.0 m (~26') vertical (from High Water Level) and 25.0 m (~82') horizontal bridge clearance over the Holland River and Holland River</p>

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							<p>East Branch was determined as a reasonable improvement to the acceptable 6.86 m (22.5') vertical clearance above water level 219.1 m (718.83') Geological Survey of Canada (GSC) and 19.8 m (65') horizontal clearance provided by the Canadian Coast Guard in the 1997 EA (letter dated April 7, 1995).</p> <p>The preliminary 8.0 m vertical clearance exceeds the required Trent-Severn Canal minimum overhead fixed bridge clearance of 6.1 m (20') per Parks Canada's navigational data. Furthermore, the 8.0 m vertical clearance exceeds the minimum bridge clearances of the Atherley Narrows Bridge (7.0 m, 22.8') and Muskoka Road Bridge (6.7 m, 22.0') on the north side of Lake Simcoe, and the CNR Bridge (6.9 m, 22.7') and Gamebridge Bridge (6.7 m, 22.0') on the east side of Lake Simcoe which provide access to the Trent-Severn Canal on either side of Lake Simcoe. The 8.0 m preliminary vertical clearance also exceeds the minimum bridge clearance under the J.D. MacDonald Bridge (7.8 m, 25.6') and Highway 401 Bridge (7.5 m, 24.5') providing access to the Trent-Severn Canal at Lake Ontario.</p> <p>Similarly, the preliminary 8.0 m vertical clearance exceeds the required Rideau Canal minimum overhead fixed bridge clearance of 6.7 m (22'). Furthermore, the 8.0 m vertical clearance exceeds the minimum bridge clearances of the first fixed bridge in Ottawa (7.9 m, 25.6') providing access to the Rideau Canal at the Ottawa River, and at Highway 401 bridge (6.7 m, 22.0') providing access to Rideau Canal in Kingston.</p> <p>As your contact information is already on the Project Contact List you will continue be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports (EIAR) and other updates for this study. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest</p>

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							<p>convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT553	█	To: Project Team From: █	█	Add to Contact List	January 21, 2023	Hello. It appears I've been missing emails re the project. Can you please change my email to █ Thank you █	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added your email contact information to the Project Contact List so you will be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT346 Cont.	█	To: Project Team From: █ █ █	█	Bradford Bypass Navigable Waters Review	January 25, 2023	<p>Hi █ thank you for reaching out.</p> <p>In regards to your questions please see my notes below.</p> <p>Types of vessels: <u>-Height clearance required:</u> to account for water level fluctuations a minimum of 20' from the high water mark is required to accommodate most vessels. <u>-Vessel width clearance requirements:</u> 40' (greatly depends on grading/retaining wall design to ensure that sediment does not reduce the water depth and channel width if a column is needed to support the bridge mid span). Adequate width and depth is required to ensure larger vessels can safely pass each other heading opposite directions as the river is quite a busy waterway on the weekends. <u>-Vessel length:</u> 44', some are full keel shaft drive, some are I/O. Draft up to 5'</p> <p>Do you host any special events that would require either Holland River or Holland River East Branch to remain open (not closed for construction) at a specific time each year:</p> <p>Our business has a substantial portion of its income that would be halted if the river were to be closed off for access, our slip customers would not have access to the lake and therefore use of their vessels. We have daily large boat traffic from May-October seasonally. Or repair operations would be impacted as well from the inability to water test vessels during/after repair (the section of river from the new bridge to us is all 10kph speed limit, unless this could be lifted for the course of construction) this runs from ice melt which varies but in the recent years has been as early as mid-march up until freeze up which can be anywhere from late November to late December. Any obstruction of the river</p>	<p>Hello █</p> <p>Thank you for your comments on the Bradford Bypass Navigable Waters Review, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team appreciates the information you have provided regarding navigation and clearance requirements for your business operation. The Project Team will consider the information you provided as Preliminary Design progresses.</p> <p>The Project Team is currently designing bridges over the Holland River and Holland River East Branch, which are listed as Scheduled Waters, in compliance with the <i>Canadian Navigable Waters Act</i> (CNWA). Per the Act, the Project Team is actively engaging with Transport Canada and is providing an opportunity for the public to provide input into the design of the bridges.</p> <p>The Ministry recognizes that there are upstream limits to navigation at Bridge Street/Yonge Street (Holland River) and Queensville Sideroad West (Holland River East Branch) that may limit further upstream access for these vessel types.</p> <p>The minimum vertical and horizontal bridge clearances of the main span of the bridges under the Holland River and Holland River East Branch will be determined during this Preliminary Design phase. In the following Detailed Design phase, the bridges will be further refined, and permanent navigational aids and signage will be developed. Before the bridges can be constructed, approval from Transport Canada will be required. During Construction, the Contractor will implement measures and plans related to navigation, including installing temporary navigational aids and signage to protect the public on the waterway. The timelines for these project phases after Preliminary Design are not defined at this time.</p> <p>The preliminary 8.0 m (~26') vertical (from High Water Level) and 25.0 m (~82') horizontal bridge clearance over the Holland River and Holland River</p>

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						<p>during the boating season would be financially detrimental to our business and livelihoods.</p> <p>Which months do you see the highest vessel traffic on the rivers? June-August</p> <p>What times of day are considered peak hours for vessel traffic? 11am-4pm, Sunset- Significantly more large vessel traffic on weekends</p> <p>What type of vessels are launched and removed from the rivers? Anything from PWC's to 44' cruisers. Typically anything 26' and up are launched seasonally by us early may and left in until mid-late October. We could hold off launch until May 24 and haul out as early as Oct 1st without impacting rates.</p> <p>What type of vessel are moored, docked, or stored at your marina? Please specify heights and required clearances. Vessel dimensions are covered in the above "types of vessels". We do have one sailboat that has a slip at our location. Mast height of that vessel is 35' from waterline- we understand that is likely not going to be feasible to continue servicing sailboat customers, but please understand that bridge height is ultimately going to negatively impact our business and therefore the property value. We provide both wet slips and dry slips (land storage with launching privileges) to over 100 vessels & paying customers.</p> <p>Please include any additional information you feel is necessary. We are a full service marina, primarily powerboats/cruisers. We provide seasonal and year round slips (the year round slip customers are not navigating the river in the winter months), repair services which typically require launching and testing operation of vessels including engine replacement/repair</p>	<p>East Branch was determined as a reasonable improvement to the acceptable 6.86 m (22.5') vertical clearance above water level 219.1 m (718.83') Geological Survey of Canada (GSC) and 19.8 m (65') horizontal clearance provided by the Canadian Coast Guard in the 1997 EA (letter dated April 7, 1995).</p> <p>The preliminary 8.0 m vertical clearance exceeds the required Trent-Severn Canal minimum overhead fixed bridge clearance of 6.1 m (20') per Parks Canada's navigational data. Furthermore, the 8.0 m vertical clearance exceeds the minimum bridge clearances of the Atherley Narrows Bridge (7.0 m, 22.8') and Muskoka Road Bridge (6.7 m, 22.0') on the north side of Lake Simcoe, and the CNR Bridge (6.9 m, 22.7') and Gamebridge Bridge (6.7 m, 22.0') on the east side of Lake Simcoe which provide access to the Trent-Severn Canal on either side of Lake Simcoe. The 8.0 m preliminary vertical clearance also exceeds the minimum bridge clearance under the J.D. MacDonald Bridge (7.8 m, 25.6') and Highway 401 Bridge (7.5 m, 24.5') providing access to the Trent-Severn Canal at Lake Ontario.</p> <p>Similarly, the preliminary 8.0 m vertical clearance exceeds the required Rideau Canal minimum overhead fixed bridge clearance of 6.7 m (22'). Furthermore, the 8.0 m vertical clearance exceeds the minimum bridge clearances of the first fixed bridge in Ottawa (7.9 m, 25.6') providing access to the Rideau Canal at the Ottawa River, and at Highway 401 bridge (6.7 m, 22.0') providing access to Rideau Canal in Kingston.</p> <p>As your contact information is on the Project Contact List and you will be notified through email of future milestone events including filing the Draft and Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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						<p>services which again require a water test before delivery, and public launching during business hours. <u>Our main concern is the ability to continue operations unobstructed during the construction of the bridge.</u></p> <p>Additionally we have concerns regarding any impact to the outward flow of the river during construction and subsequently after the bridge is built due to the low lying nature of the properties including ours upstream. We suspect dredging of the river will be necessary after the completion of the bridge to ensure free passage of the river of larger boats and acceptable water flow to prevent flooding.</p> <p>Thank you,</p> <p></p>	<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT555	█	To: Project Team From: █	█	Environmental Concerns Navigation Concerns	January 26, 2023	<p>We use the Hollow River East for our vessels, we use the waterways daily as do many others boaters, peak hours are 10am-5pm but we see many kayaks out on the water as early as 7am.</p> <p>We also live on the █ This By-Pass is gonna be historically a bad idea as it's been said, it'll only save commuters only a few minutes but the important to the environment will be felt for generations.</p>	<p>Hello █</p> <p>Thank you for your interest of the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We note your comment with regard to use of the waterway and timing of use.</p> <p>The Project Team is designing bridges over the Holland River and Holland River East Branch, which are listed as Scheduled Waters under the Act. Preliminary clearances provide an 8 m clearance above the water for vessels to pass through the corridor at the Holland River and Holland River East Branch crossings. Permanent navigational aids and signage will be developed as part of the final design. During Construction, the Contractor will implement measures and plans related to navigation, including such things and staging of works, temporary navigation access and installing temporary navigational aids and signage to protect the public on the waterway.</p> <p>The ministry is also undertaking 15 environmental studies to update and document environmental conditions, identify, and evaluate potential impacts of the project and recommend mitigation measures to reduce potential impacts and meet current environmental legislative requirements. To view the full list of studies being conducted, please visit the Overview page on the Project Website (https://www.bradfordbypass.ca/overview/).</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p>

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CT371 Cont.		To: Project Team From:		Marine Information	January 27, 2023	<p>Hello,</p> <p>I live at [REDACTED] on [REDACTED] with direct water access and several docks. I use the holland river regularly all season. But mostly in winter and summer.</p> <p>I use several boats and I am a professional fishing guide with trips regularly using the river to access Lake Simcoe. My most used boat exceeds 9meters with an height of over 5meters Requiring a bridge clearance of over 8meters with antenna.</p> <p>Whatever plans are in the works, the bridges need to be significant in height to allow all types of vessels through.</p> <p>Any restrictions would be devastating to usage. Sailboats and yachts up to 20 meters frequently use the river for navigation.</p> <p>Best,</p> <p>[REDACTED]</p> <p>If you have any question, please contact me direct.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team appreciates the information you have provided regarding navigation and recommended height requirements for navigation on the Holland River and Holland River East Branch. The ministry recognizes that there are upstream limits to navigation at Bridge Street/Yonge Street (Holland River) and Queensville Sideroad W (Holland River East Branch) that may limit further upstream access for these vessel types. This information will be considered as the preliminary bridge designs are developed as part of this study.</p> <p>Please note that the Project Team is also actively engaging with Transport Canada to design the bridge structures in compliance with the <i>Canadian Navigable Waters Act</i> (CNWA).</p> <p>The Project Team is currently designing bridges over the Holland River and Holland River East Branch, which are listed as Scheduled Waters under the <i>Act</i>. Preliminary clearances provide an 8 m clearance above the water for vessels to pass through the corridor at the Holland River and Holland River East Branch crossings.</p> <p>As your contact information is already on the Project Contact List, you will continue be notified through email of future milestone events including filing the Draft and Final Environmental Impact Assessment Reports (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via</p>

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February 2023 - Consultation Record

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CT-557		To: Project Team From: 	Stakeholder Comment Form	Add to mailing list	February 3, 2023	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name --- </p> <p>--- Title --- </p> <p>--- Department/ Organization --- </p> <p>--- Email --- </p> <p>--- Phone Number --- </p> <p>--- Mailing Address --- </p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>The project will allow me to travel to study areas faster.</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the</p>	*See CT-557 Cont. Below

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						<p>purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No</p>	

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CT-557 Cont.		To: Project Team From: [REDACTED]	Email: [REDACTED] Phone: [REDACTED] Mailing Address: [REDACTED]	Archaeology Studies Support to the Project	February 3, 2023	<p>There was an open letter floating around last year in social media that stated, "Saving Lower Landing Archaeological Site one of many reasons Bradford Bypass should not happen"</p> <p>As a professional licensed archaeologist, I am always skeptical when people who have no interest in history or prehistory suddenly become irate when a project they don't like potentially affects an archaeological site. And this happens all the time: Groups desperate to stop a development disingenuously glom on to archaeology as a way to try to stop it. The fact is, the location of the lower landing archaeological site is unknown, so to complain that it will be affected by the Bradford Bypass is disingenuous. If they don't know where it is exactly, how to they know if will be affected by the new road?</p> <p>The Ministry of Heritage, Sport, Tourism and Culture Industries does an excellent job to ensure that all appropriate areas are surveyed and that if there is an archaeological site in the way of development, it is excavated or avoided. If the Bradford Bypass will affect an archaeological site, appropriate actions will be taken by archaeological professionals and the Ministry. Do not believe the misinformation in this ill-informed letter.</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest and support for the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. We note your support for archaeology works on the Project.</p> <p>Avoidance and protection of archaeological resources are in accordance with the Ministry of Citizenship and Multiculturalism (MCM) guidelines and received strong consideration as a way to show respect to Indigenous heritage and point of view.</p> <p>As the Preliminary Design progresses, the Project Team continues to engage and consult with Indigenous communities and regulatory agencies to avoid/mitigate impacts to archaeological sites. Also, the documentation for all currently identified archaeological sites and areas of potential is currently underway and findings will be summarized in the Draft Environmental Impact Assessment Report (EIAR) which will be available for public review.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT-558	█	To: Project Team From: █	█ █	Contact List	February 7, 2023	Hi there, Just wondered if I could be added to the project contact list for this project. Thanks! █	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT-559		To: Project Team From: 		Stakeholder Comment Form	February 8, 2023	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p></p> <p>--- Title ---</p> <p></p> <p>--- Department/ Organization ---</p> <p></p> <p>--- Email ---</p> <p></p> <p>--- Phone Number ---</p> <p></p> <p>--- Mailing Address ---</p> <p></p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No</p>	See CT-559 Cont. below

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CT-559 Cont.		To: Project Team From: [REDACTED] [REDACTED] [REDACTED]	[REDACTED] [REDACTED]	General Update	February 8, 2023	Hi [REDACTED] I was wondering if there were any updates to this project and if the project team has decided on the delivery model? Are you available to have a quick 10 minute general update call? From the November 2022 update from I.O, it sounds like the RFQ would come out between January to March 2023? Many thanks,	Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake this Preliminary Design study for the proposed Bradford Bypass. Preliminary Design for the overall Bradford Bypass project is anticipated to be completed in early 2023. Subsequent Detail Design and construction for the project will follow. The Ontario government is committed to fully funding the construction of the 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. We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports and other updates for this study. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca , toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca . Sincerely, The Bradford Bypass Project Team

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CT-560		To: Project Team From:		General Update	February 10, 2023	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>---</p> <p>--- Title ---</p> <p>---</p> <p>--- Department/ Organization ---</p> <p>---</p> <p>--- Email ---</p> <p>---</p> <p>--- Phone Number ---</p> <p>---</p> <p>--- Mailing Address ---</p> <p>---</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>--- is interested in reviewing MTO's Draft Environmental Impact Assessment Report (EIAR) including the Air Quality Impact Assessment and Noise and Vibration Impact Assessment to update and document existing conditions, identify, and</p>	<p>Hello</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The ministry is undertaking 15 environmental studies to update and document environmental conditions, identify, and evaluate potential impacts of the project and recommend mitigation measures to address these impacts, including an Air Quality Impact Assessment and a Noise Impact Assessment Report.</p> <p>The Air Quality Impact Assessment for the Preliminary Design of the Preferred Alternative is following <i>MTO's Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (May 2020) (Air Guide)</i> for both the construction and operation phases of the Bradford Bypass. MTO's Air Quality Impact Assessment predicts the cumulative concentration of various contaminants of concern (including GHG) that will be produced using a combination of historical background concentrations of contaminants in the vicinity of the project and air emissions/dispersion modeling which is then compared to the Provincial Ambient Air Quality Criteria (AAQC) and the Canadian Ambient Air Quality Standards (CAAQS). Details of this methodology and air quality mitigation options such as vegetation are discussed further in MTO's Air Guide.</p> <p>MTO will endeavor to minimize the air quality and greenhouse gas emission impacts of the project wherever technically feasible. Operational mitigation strategies may include vegetation plantings or other types of screening/barriers to decrease ground level dispersion of particulates. In addition, the implementation of High Occupancy Vehicle lanes promotes the use of carpooling and reduces congestion and traffic on the road.</p>

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						<p>evaluate potential impacts of the Project and recommend mitigation measures to reduce potential impacts and meet current environmental legislative requirements.</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No</p>	<p>The increasing uptake of low-carbon and electric vehicles, new technologies and stringent fuel emission standards may also provide future benefits to air quality.</p> <p>A Noise Impact Assessment Report is also underway to identify potential impacts and recommend mitigation measures/future commitments. Noise investigations are still underway and mitigation strategies will be further assessed as more information is gathered.</p> <p>The results of both the Air Quality Impact Assessment and Noise Impact Assessment Report will be presented as part of the Draft Environmental Impact Assessment Report that will be posted on the website for public review and comment.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT-517 Cont.	█	To: Project Team From: █	Email: █	Estimated Cost	February 16, 2023	<p>Hello MTO media, Bradford Bypass Project Team and Mr. Battarino.</p> <p>More than three months ago I sent a request regarding an key question not answered in your Nov. 9, 2022 new release regarding the Bradford Bypass. Such a release should have made mention of an estimated or budgeted cost for the project. A series of emails followed with ministry sending me to the project team and the project team referring me back to the ministry.</p> <p>One would expect that you've now had plenty of time to gather this bit of information. I'm sure you would agree that a prompt reply is clearly in the public interest, especially heading in to budget season.</p> <p>I'd also like to get a corresponding figure for the 413.</p> <p>Thanks, █</p>	<i>Comment directed to MTO Media for review and action.</i>

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CT 497 Cont.		To: Project Team From:	Email:	Property Impact	February 16, 2023	500m and not ANTICIPATED to have an impact. I trust you will understand my reluctance to accept that a raised highway within 500m, won't result in a constant din, reduced air quality and reduced water quality. What of the salt or brine runoff from an overhead bridge 	<p>Hello</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>MTO is undertaking 15 environmental studies to update and document environmental conditions, identify, and evaluate potential impacts of the project and recommend mitigation measures to reduce potential impacts and meet current environmental legislative requirements. This includes a Noise Impact Assessment Report, Air Quality Impact Assessment, and Drainage and Hydrology Assessment. To view the full list of studies being conducted, please visit the overview page on the Project Website (https://www.bradfordbypass.ca/overview/).</p> <p>As part of the Preliminary Design of the Bradford Bypass Project, a Noise Impact Assessment Report is underway to identify potential impacts and recommend mitigation measures/future commitments. Noise investigations are still underway and mitigation strategies will be further assessed as more information is gathered. The results will be presented as part of the Draft Environmental Impact Assessment Report that will be posted on the website for public review and comment.</p> <p>The Air Quality Impact Assessment for the Preliminary Design of the Preferred Alternative is following MTO's <i>Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (May 2020) (Air Guide)</i> for both the construction and operation phases of the Bradford Bypass. MTO's Air Quality Impact Assessment predicts the cumulative concentration of various contaminants of concern (including GHG) that will be produced using a combination of historical background concentrations of contaminants in the vicinity of the project and air emissions/dispersion modeling which is then</p>

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							<p>compared to the Provincial Ambient Air Quality Criteria (AAQC) and the Canadian Ambient Air Quality Standards (CAAQS). Details of this methodology and air quality mitigation options such as vegetation are discussed further in MTO's Air Guide.</p> <p>MTO will endeavor to minimize the air quality and greenhouse gas emission impacts of the project wherever technically feasible. Operational mitigation strategies may include vegetation plantings or other types of screening/barriers to decrease ground level dispersion of particulates. In addition, the implementation of High Occupancy Vehicle lanes promotes the use of carpooling and reduces congestion and traffic on the road.</p> <p>The increasing uptake of low-carbon and electric vehicles, new technologies and stringent fuel emission standards may also provide future benefits to air quality.</p> <p>The Drainage and Hydrology Assessment for the Preliminary Design of the Preferred Alternative is being undertaken to satisfy relevant provincial and regulatory legislative requirements. As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), MTO is assessing impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures. Some examples may include enhanced grassed swales and flat bottom grassed swales which provide water quality control of runoff where Stormwater Management Ponds are not feasible. The grassed swales can incorporate flow check dams to promote infiltration, to increase pollutant retention and to slow down flow velocities. For those stormwater management facilities that may occur within the jurisdiction of the Nottawasaga Valley Conservation Authority (NVCA) and</p>


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							<p>potentially influence the sub-watershed, MTO is considering NVCA water quantity and quality control guidelines.</p> <p>Furthermore, 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. The MTO Salt Management Plan outlines salt management operational practices and strategies and Best Management Practices (BMP) in terms of equipment, best practices, materials, storage, testing, storm response, application rules, snow and ice control trainings, snow removal and disposal, and technology review. This includes implementing a balanced approach to the highway salt application based on the amount of snow precipitation and highway conditions.</p> <p>In areas that are particularly sensitive, salt management measures may be necessary to mitigate environmental effects of road salt in accordance with the study objectives utilizing the Code of Practice for Environmental Management of Road Salts released by Environment Canada. The Code of Practice for Environmental Management of Road Salts can be viewed here: https://www.canada.ca/en/environment-climate-change/services/pollutants/road-salts/code-practice-environmental-management.html.</p> <p>In addition, snow removal and disposal will be utilized in accordance with the MECP Guidelines on Snow Disposal and De-icing Operations in Ontario. Further details on MECP's Guidelines on Snow Disposal and De-icing Operations in Ontario can be found here: https://www.ontario.ca/page/guidelines-snow-disposal-and-de-icing-operations-ontario#:~:text=Ministry%20Approval,-If%20special%20circumstances&text=As%20a%20general%20rule%2C%20the,be%20approved%20for%20direct%20disposal.</p>

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							<p>Results of the above studies, including recommended mitigation measures and commitments to future work, will be summarized in a Draft and Final Environmental Impact Assessment Reports (EIAR) per O. Reg. 697/21. Project commitments and anticipated permits and approvals identified in the studies will be carried forward to subsequent Detail Design and construction phases.</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final EIARs and other updates for this study.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca if you have any additional questions.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877)247-6036</p>

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CT 519 Cont.		To: Project Team From: [REDACTED]	Email [REDACTED]	Opposition and suggestion of mitigation approach	February 17, 2023	<p>"This includes implementing a balanced approach to the highway salt application based on the amount of snow precipitation and highway conditions."</p> <p>Hello,</p> <p>Thank you for your reply.</p> <p>The "best" answer is no salt should be used on snow. Salt should be only used on ice.</p> <p>When I lived in Colorado, they did not use any road salt (I had a rust free car to prove it). People who drove had snow tires. Sand was used in the metropolitan area and then when there was an accumulation of sand, it was swept up. In the mountains gravel was added to the sand. There were a few cracked windshields.</p> <p>When I lived there, if you wanted to drive, you took the responsibility to make sure it was safe to. Otherwise you stayed home.</p> <p>Maybe it is too difficult to teach people things like "It snows in Simcoe County. Drive accordingly".</p> <p>I had a 2 wheel drive car with full snows and do not recall having any problems and I was an avid winter skier. I was happy to see snow. I did not "stay home".</p> <p>The reason Colorado did not use salt was because it was desert like so the water ecosystems were very sensitive and the choice to use salt was environmental.</p> <p>I do not expect a dramatic change in how Ontario changes how they deal with snow. Snow, for the most part is not a problem until there is plenty of it at which point it needs to be mechanically removed. Drivers thinking they are important and need summer time</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please find the following response in addition to the Project Team's PIC #2 response provided on previously via email on February 17, 2023:</p> <p>Salt mitigation strategies are applied throughout the entire Bradford Bypass corridor. There are various ways to mitigate salt runoff impacts onto the Bradford Bypass, including the interchanges. The first mitigation method is to prevent the source of the issue, which is snow or ice, entering into the corridor. This can be achieved through preventative measures such as landscaping and snowdrift mitigation techniques and practices (i.e., positioning plantings and features). This method promotes sustainable initiatives and requires consideration and input with respect to the development of landscaping plans used in conjunction with snowdrift technical input to identify and implement measures throughout the corridor for areas that are more prone to hazards such as snow. However, the preventative technique would not eliminate all snow entering the corridor and as a result, treatment would be necessary, as appropriate. The second mitigation method is to sustainably confine and treat stormwater runoff through the implementation of effective stormwater management plans. There are several measures that are proposed to be implemented to contain and treat any stormwater runoff into the highway. Measures such as enhanced grass swales, rock flow check dams, flat bottom swales, stormwater management ponds, impermeable materials/ liners to name a few features that would be implemented for quantity and quality control.</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact</p>

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						<p>driving conditions is a problem. Good luck with that.</p> <p>I hear the pH of lake Simcoe is changing and for better or worse, I think Ontario needs to be very careful. Who knows, maybe one day we can fish for Tuna, but seriously. We need to protect Lake Simcoe.</p> <p>Thank you again for replying, </p>	<p>Assessment Reports (EIARs) and other updates for this study.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca if you have any additional questions.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-395 Cont.	██████	To: Project Team From: ██████	██████████	Project Opposition	February 17, 2023	<p>Hello and thank you so very much for keeping me updated on the Bradford Bypass Project. I need to learn more.</p> <p>In time, I will look at all the links you sent, and I will be happy to learn how the assessments took Lake Simcoe, wetlands, and significant habitats into account. In the meantime, may I ask some questions to the team?</p> <p>1. If we realize, through climate change effects, food insecurity, or biodiversity collapse that we made a mistake by building this highway, how do we get back what we paved over? (Serious question and should be in your assessment).</p> <p>2. Why would humans pave over land that feeds and protects them when densification and other allocated land will more than house the projected influx of more humans?</p> <p>3. As we learn that the Bradford Bypass and the 413 seem to be part of a shady deal made by the provincial government and the land developers who own much of the land, why isn't the Bradford Bypass team stopping everything until the story is out in the open and we assess the outcome?</p> <p>4. And finally, why aren't other options for more efficient transportation tried before paving and developing? Such as buy back the 407. Use the 407. Use more rail for goods... promote 15 min cities vs commute cities...</p> <p>Thank you again, I am so worried about the close relationships between the government and its wealthy donors, the climate crisis relaxed nature of our elected officials, and terrified for our children's future by watching our leaders do the same old during a mass extinction. The future odds aren't looking good. ██████</p>	<p>Hello ██████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. We note your comments regarding the need for the project as well as climate change.</p> <p>The Technically Preferred Route for the Bradford Bypass was approved through the 2002 Environmental Assessment. This alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning (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 considered.</p> <p>One of the key goals of the Bradford Bypass project is to reduce traffic on the local road network around the corridor, moving the traffic currently traveling through the towns and municipalities within the region onto the new highway corridor. This will provide more roadway capacity for local residents. The new corridor will remove the majority of longer distance trips including trucks from the local road network.</p> <p>The proposed freeway reduces congestion within the local road network. Reductions are observed on corridors including Highway 11 / 1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88 / Holland Street, among other roads.</p> <p>MTO is also undertaking 15 environmental studies to update and document environmental conditions, identify, and evaluate potential impacts of the project and recommend mitigation measures to reduce potential impacts and meet current environmental legislative requirements. This includes documentation on Climate Change which is currently underway. The assessment will be in</p>

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							<p>accordance with MECP's Climate Change Guide (Considering Climate Change in the Environmental Assessment Process, 2017), and will consider the project's expected production of GHG emissions and impacts on carbon sinks, as well as the resilience or vulnerability of the undertaking to changing climatic conditions. Findings will be summarized in the Draft Environmental Impact Assessment Report (EIAR), and available for public review. To view the full list of studies being conducted, please visit the overview page on the Project Website (https://www.bradfordbypass.ca/overview/).</p> <p>Regarding your comment referencing Highway 407, even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). For Ontarians in 2051, average travel speeds are expected to be 16 per cent slower when compared to 2016.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. The Bradford Bypass has been proposed as a response to this dramatic growth in population and travel demand in the area, including the forecasted increase in congestion on key east-west roadways linking Highway 400 to Highway 404. The proposed location for the Bradford Bypass was also identified in A Place to Grow: Growth Plan for the greater Golden Horseshoe (2020).</p> <p>The purpose of the Bradford Bypass is to improve connectivity to the region as well as to provide capacity to accommodate future demand in the region. The new freeway will relieve congestion on existing local roads between Highway 400 and Highway 404 and support urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404.</p> <p>The travel time savings are calculated by comparing two scenarios: one scenario with the Bradford Bypass ('Build') and the other without ('No-Build').</p>

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							<p>The 407ETR is included in the transportation model under both scenarios. The model shows that the majority of the users of the Bradford Bypass are either destined to or originate from the nearby communities. The impact from the 407 between the Build and No-Build scenarios is insignificant.</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports (EIARs) and other updates for this study.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca if you have any additional questions.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-509 Cont.	█	To: Project Team From: █	Email: █	Opposition	February 17, 2023	<p>You don't need to contact me about anything. This is s bullshit project that is only designed to line the pockets of Doug Ford's friends.</p> <p>Waste of time, money and destruction of green space. Every person involved should be disgusted.</p>	<i>No response required.</i>

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CT-PIC2-73 Cont.	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Property Inquiry	February 17, 2023	<p>Thank you for your reply.</p> <p>If you could please send a copy of the preliminary/draft screenshot of the property impact limits (per comment response #2 highlighted in yellow below), it would be greatly appreciated. I don't think it was appended to your email.</p> <p>Thank you, [REDACTED]</p>	<p>[REDACTED]</p> <p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please find attached the preliminary/ draft screenshot of property impact limits to your property.</p> <p>[REDACTED]</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports (EIARs) and other updates for this study.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p>

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CT-397 Cont.	█	To: Project Team From: █	Email: █	Bradford Bypass Treeline	February 21, 2023	<p>Good morning,</p> <p>I wanted to send this email to ask for the project team to have a look at one treeline and to consider saving it. I am a local resident living in front of █. There is a line of matured trees that separate farm fields that I believe should not be cut down. Please have a look at the .pdf file attached to this email for a better understanding of which line of trees I am referring to.</p> <p>To avoid air pollution, light pollution and noise pollution, the highway should be deviated north around the trees so they can act as a natural buffer for the local residents. This way the highway can still be built but far enough away that the local residents aren't affected by the air, light and noise pollution.</p> <p>Thank you for your time. Best regards,</p> <p>█</p>	<p>Hello, █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We note your comments regarding trees in the location of the █. As part of the current Preliminary Design Study, the proposed Technically Preferred Route (Recommended Plan) is expected to impact the trees you have identified. Details will be further confirmed during subsequent Detail Design phases of the project, as needed. To view the PIC #2 materials, click on the Recommended Plan slides in the consultation page of the Project Website (https://www.bradfordbypass.ca/pic/).</p> <p>Additionally, as part of this Preliminary Design Study, the Project Team is preparing a Landscape Composition Report, a Terrestrial Ecosystems Existing Conditions and Impact Assessment Report, Air Quality Impact Assessment Report and Noise Impact Assessment Report among others. As part of the Project, landscaping is recommended throughout the corridor and again, will be further refined in subsequent Detail Design phases.</p> <p>Overall, MTO is undertaking 15 environmental studies to update and document environmental conditions, identify, and evaluate potential impacts of the Project and recommend mitigation measures to reduce potential impacts and meet current environmental legislative requirements. To view the full list of studies being conducted, please visit the overview page on the Project website (https://www.bradfordbypass.ca/overview/).</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact</p>

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							<p>Assessment Reports (EIARs) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-562		To: Project Team From:	Email:	10 th Sideroad Property Owner Meeting	February 23, 2023	Hi, Was this meeting recorded? If so, could you please send me a copy? Thanks, 	<p>[REDACTED]</p> <p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please find attached the meeting minutes for the February 23, 2023 project consultation meeting regarding the 10th Sideroad interchange.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including-filing of the Draft and Final Environmental Impact Assessment Reports and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-563		To: Project Team From:	Email:	Interchange Locations	February 24, 2023	<p>Can another design be proposed the northeast on ramp for the 10th sideroad? Can this on ramp be moved to the northwest, southwest, or southeast? This northeast ramp is a real intrusion to the properties to the and brings traffic too close to</p> <p>Appreciate the time to give alternative options.</p>	<p>Hello</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>MTO developed and considered the feasibility of an interchange at 10th Sideroad as part of the Preliminary Design based on feedback received from municipal staff and councils. It was requested that an interchange be considered at this location based on municipal and regional development and transportation planning within Bradford West Gwillimbury and County of Simcoe. The preferred interchange configuration as well as the overall Recommended Plan were presented at Public Information Centre (PIC) #2 on November 24, 2022. The materials from PIC #2 can be found on the Project Website (https://www.bradfordbypass.ca/pic/).</p> <p>A consultation event referred to as the <i>Preliminary Design Interchange Considerations Consultation Event</i> was held for the project between April 21, 2022 to May 5, 2022. The purpose of the consultation event was to present updated information on the Preliminary Design Interchange Considerations at 10th Sideroad and 2nd Concession Road, solicit feedback and comments on the additional interchange design alternatives, provide updates on key objectives, and provide an update on project milestones and next steps. An Ontario Government Notice (OGN) announcing the date of the interchange event was posted on the Project Website and distributed via Canada Post Unaddressed Admail to residences and businesses adjacent to the Study Area on April 14, 2022. Stakeholders on the Project Contact List also received direct notification through mail or email.</p> <p>As presented at PIC #2, and the public review period for the Preliminary Design Interchange Considerations for 10th Sideroad and 2nd Concession Road, a total of three design alternatives were developed and assessed. These</p>

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							<p>included a Parclo A4 interchange, a Parclo AB interchange, and a Partial Parclo A Diamond Interchange, all of which are available for viewing on the project website. Design alternatives were assessed in accordance with four key criteria; Environment, Traffic Operations, Geometrics, and Structural Requirements. Based on this assessment, Alternative 1, the Parclo A4 interchange was selected and carried forward. This interchange configuration is the most common in Ontario, facilitating all movements while emphasizing safety by providing the lowest conflicting vehicle and pedestrian movements at the ramp terminals.</p> <p>A Traffic Study is also underway to assess traffic requirements for the project. Key highlights of the findings of the study as they pertain to the municipal road network will be summarized in the Draft Environmental Impact Assessment Report (EIAR), which will be posted for public review.</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports (EIARs) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-212 Cont.	█	To: Project Team From: █	Email: █	Timeline	February 26, 2023	Thank You After project gets final approval, when can we expect (estimated timeline) project to complete final design , award contract & complete construction █	<p>H █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p> <p>The County Road 4 Early Works Design-Build contract was awarded to Brennan Paving & Construction Ltd. on April 5, 2022, to construct a bridge on County Road 4 in Simcoe County over the future Bradford Bypass freeway. As announced on November 9, 2022 by Premier Ford, construction has started and it is anticipated that the bridge will be open to traffic by late fall 2024.</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports (EIARs) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-564		To: Project Team From:	Email: [REDACTED]	Completion Date Proximity	February 28, 2023	<p>Hello,</p> <p>I would like to get some information on the bypass. What is the expected completion date and how close is it to the [REDACTED]</p> <p>Thanks</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>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.</p> <p>The County Road 4 Early Works Design-Build contract was awarded to Brennan Paving & Construction Ltd. on April 5, 2022, to construct a bridge on County Road 4 in Simcoe County over the future Bradford Bypass freeway. As announced on November 9, 2022 by Premier Ford, construction has started and it is anticipated that the bridge will be open to traffic by late fall 2024.</p> <p>As part of this Preliminary Design Study, the proposed Bradford Bypass is anticipated to be situated approximately [REDACTED] from [REDACTED]</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p>

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March 2023 - Consultation Record

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-504 Cont.	█	To: Project Team From: █	Email: █	Response Clarification	March 2, 2023	<p>Hello,</p> <p>In the email below you say, "Please see the attached file." Are you referring to the image in the email below or was there supposed to be a file attached to the email you sent?</p> <p><i>Kind regards,</i></p> <p>█</p>	<p>Hi █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Apologies for the confusion, the image attached to this email is the file referred to in the previous email.</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-565	█	To: Project Team From: █	Email: █	Project Participation	March 2, 2023	<p>█</p> <p>█</p> <p>Hello Project Managers, I hope this email finds you well. I am a local engineer looking to participate in some small way with either AECON or MTO on the Bradford Bypass project. If any of you would be so kind as to point me in the right direction it would be appreciated. Kind Regards, █</p>	<p>Hi █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Report and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-566	█	To: Project Team From: █ █ █	█	New Stakeholder Comment Form	March 3, 2023	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name --- █</p> <p>--- Title --- █</p> <p>--- Department/ Organization --- █</p> <p>--- Email --- █</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>----</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No</p>	<p>Hi █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Report and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

March Comment Tracker

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CT537 Cont.	██████	To: Project Team From: ██████	Email: ██████████	Traffic Study	March 14, 2023	I am officially requesting a copy of the traffic study cites in the PIC#2. Thank you. ██████	<p>Hi ██████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The development of the analysis and key results from the Traffic Study will be summarized in the Draft Environmental Impact Assessment Report (EIAR) for public comments.</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final EIARs and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-567	█	To: Project Team From: █ █	Email: █	Project Update	March 17, 2023	<p>Good Morning,</p> <p>I'm contacting you to see if there has been any updates since PIC #2. This does affect my property and I need to know if the plans for the 10th Sideroad interchange has been updated.</p> <p>Please provide any new information.</p>	<p>H █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>As presented at PIC #2, Alternative 1, the Parclo A4 interchange, was selected and is being carried forward as part of the recommended plan at 10th Sideroad. This interchange configuration is the most common in Ontario, facilitating all movements while emphasizing safety by providing the lowest conflicting vehicle and pedestrian movements at the ramp terminals.</p> <p>The Ministry has initiated contact with individual impacted property owners to discuss impacts to their property. If you have any questions regarding impacts to your property or the acquisition process, please reach out to your Ministry property representative.</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports (EIARs) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions regarding the Bradford Bypass Preliminary Design and project-specific assessment of environmental impacts, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p>

March Comment Tracker

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CT-568	█	To: Project Team From: █	Email: █	New Stakeholder Comment Form	March 19, 2023	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>█</p> <p>--- Email ---</p> <p>█</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Report and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-569	[REDACTED]	To: Project Team From: [REDACTED] [REDACTED]	Email: [REDACTED]	CAD Linework	March 20, 2023	<p>Good afternoon,</p> <p>I am reaching out on behalf of [REDACTED] regarding the future Bradford Bypass. We are working towards a development submission for a property located partially within the Bradford Bypass corridor. As such, we are looking for the latest georeferenced CAD linework (AutoCAD Civil 3D) of the Bradford Bypass and associated buffers to illustrate land conveyances on our drawings.</p> <p>Can you kindly direct me to whoever deals with distribution of the CAD linework?</p> <p>Thank you in advance for your help.</p> <p>[REDACTED]</p>	<p>H [REDACTED]</p> <p>Thank you for your email and your interest in the Bradford Bypass project.</p> <p>AECOM has been retained by MTO to complete the Preliminary Design and project-specific assessment of environmental impacts of the proposed Bradford Bypass project.</p> <p>For any development specific questions, please reach out to MTO Corridor Management Office for consultation:</p> <p>[REDACTED]</p>

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CT-395 Cont.	█	To: Project Team From: █ █	Email: █	Project Opposition	March 23, 2023	<p>Hello! Thank you for your reply. Yes, I do have more questions and concerns. Please see my response to your response below.</p> <p>Please understand that I am afraid. Fearful, stressed that our government is ignoring a mass extinction, climate crisis, and impending point of no return and pretends a status quo includes building as if there is not clear and present danger. Wetlands, trees, healthy ecosystems, healthy farmlands are our best defence and we seem to be paving over them in Ontario. Thank you for your understanding.</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. We note your comments regarding the need for the project as well as climate change.</p> <p>The Technically Preferred Route for the Bradford Bypass was approved through the 2002 Environmental Assessment. This alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning (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 considered.</p> <p>Yes, I do know that, and I am also aware that the environmental impacts considered are from that time and with the advancement of science and data collection (including real time anecdotal) we now see that climate change is a real and present danger. Why would we not perform a new assessment with our new knowledge in mind? Or better, an entirely</p>	<i>See below for the response. Continued below in CT-395 cont.</i>

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						<p>new idea.</p> <p>One of the key goals of the Bradford Bypass project is to reduce traffic on the local road network around the corridor, moving the traffic currently traveling through the towns and municipalities within the region onto the new highway corridor.</p> <p>Yes, I know that too, however it has been brought to the attention of the government that the 407 highway is underused, and as densification could occur instead of sprawl onto farm, green, wetlands, we would not experience the traffic challenges we are anticipating without thought to different tactics to address "progress".</p> <p>This will provide more roadway capacity for local residents. The new corridor will remove the majority of longer distance trips including trucks from the local road network.</p> <p>Again, the infrastructure already in place could be enhanced, and thinking densification rather than sprawl would also reduce the need for residents to travel so far by car to their place of work - not to mention public transit infrastructure to help in this area as well.</p> <p>The proposed freeway reduces congestion within the local road network. Reductions are observed on corridors including Highway 11 / 1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88 / Holland Street, among other roads.</p> <p>See above.</p> <p>MTO is also undertaking 15 environmental studies to update and document environmental conditions, identify, and</p>	

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						<p>evaluate potential impacts of the project and recommend mitigation measures to reduce potential impacts and meet current environmental legislative requirements.</p> <p>I am telling you, science is telling you that you don't need environmental assessments with the knowledge that brake dust, more salt, fossil fuel processing and burning will destroy our environment. It's quite clear.</p> <p>There was MTO roadwork done in my municipality where hundreds of trees were taken down, no residents informed, and no transparency regarding impact on water systems or biodiversity. (Work done beside a lake) and when I emailed and called to ask, a response I received was the municipality was informed three times. Which was true but vital information was not shared any of these times. Forgive me if I am not quick to rely on the MTO for proper assessments or transparency. No offence to those at MTO doing their very best for our future.</p> <p>This includes documentation on Climate Change which is currently underway.</p> <p>Will the public be informed <i>before</i> preliminary infrastructure begins? And how?</p> <p>The assessment will be in accordance with MECP's Climate Change Guide (Considering Climate Change in the Environmental Assessment Process, 2017), and will consider the project's expected production of GHG emissions and impacts on carbon sinks, as well as the resilience or vulnerability of the undertaking to changing climatic conditions.</p> <p>But, we already know the climate impact of putting more cars on the road with existing vehicles all burning fossil fuels</p>	

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						<p>accommodating the fossil fuel industry (electric cars will be financially out of reach for most of us for quite a while) which is what will help expedite our downfall regarding ecosystem collapse. Less cars is the correct path. This project induces demand.</p> <p>Findings will be summarized in the Draft Environmental Impact Assessment Report (EIAR), and available for public review.</p> <p>Where would someone like me find that and how will I know when it is available?</p> <p>Seriously- EIAR, MECP, EAP2017, 15 environmental MTO studies, Design Study and Project specific assessment according to Ontario Regulation 697/ are not on my radar and I will not be taking the time to monitor them, despite my immense concern of the government unnecessarily paving natural lands and putting our future at risk. I don't have the time, and ai don't want to. I just want to know my government is looking out for my children's and their children's future which is clearly not the case. 417, paving the Greenbelt, Bradford Bypass, Holland Marsh... development, induced demand- all unnecessary with different plans.</p> <p>We note your comments regarding the need for the project as well as climate change.</p> <p>Thank you for that. I still question it.</p> <p>The Technically Preferred Route for the Bradford Bypass was approved through the 2002 Environmental Assessment.</p> <p>Yes, as stated, and deemed obsolete.</p> <p>This alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning</p>	

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						<p>(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 considered.</p> <p>Development will need all</p> <p>Kids of infrastructure. Maybe the highway itself is that case, but with the ensuing development that will follow and continue- that is NOT the case.</p> <p>To view the full list of studies being conducted, please visit the overview page on the Project Website (https://www.bradfordbypass.ca/overview/).</p> <p>Thank you. I will be honest- I do not want to have read environmental studies. You are responding to my grave concern about the reason for building this project and it has nothing to do with assessments. It has everything to do with WHY.</p> <p>Is it to placate developers who support this government? Is it to add development to increase the profit for the province regarding the economy? Is it to accommodate the influx of immigrants coming to Ontario to help with the skilled labour shortage? Is it to help the residents along the corridor get to the Barrie/Toronto GGH area for work?</p> <p>None of these is as important as keeping farmlands intact, wetlands untouched, natural habitats left alone. There are other alternatives.</p> <p>Regarding your comment referencing Highway 407, even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). For Ontarians in 2051, average travel speeds are</p>	

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						<p>expected to be 16 per cent slower when compared to 2016.</p> <p>If we have implemented sustainable transit, built with density in mind, and stopped the threat of a 3 degree global temperature increase- the slower ride in will be worth it.</p> <p>I drive that route- have for years. So I am not just talking for talking sake.</p> <p>There are alternatives and when we are just told this week by the IPCC Report that we are screwed unless we take drastic action NOW- I say- let's do something and that starts with scrapping new highways that will induce demand especially when the sprawl starts because of this highway.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. The Bradford Bypass has been proposed as a response to this dramatic growth in population and travel demand in the area,</p> <p>Please See above.</p> <p>including the forecasted increase in congestion on key east-west roadways linking Highway 400 to Highway 404. The proposed location for the Bradford Bypass was also identified in A Place to Grow: Growth Plan for the greater Golden Horseshoe (2020).</p> <p>See above and I happen to have read most of that plan and it is NOT the answer to the climate crisis. Quite the opposite.</p> <p>The purpose of the Bradford Bypass is to improve connectivity to the region as well as to provide capacity to accommodate future demand in the region. The new freeway will relieve congestion on existing local roads between Highway 400 and Highway 404 and support urban development in Simcoe County</p>	

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						<p>and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404.</p> <p>Spend the money on public transit. Why not public transit? We can emulate Europe. Trains to transport goods as well.</p> <p>The travel time savings are calculated by comparing two scenarios: one scenario with the Bradford Bypass ('Build') and the other without ('No-Build'). The 407ETR is included in the transportation model under both scenarios. The model shows that the majority of the users of the Bradford Bypass are either destined to or originate from the nearby communities. The impact from the 407 between the Build and No-Build scenarios is insignificant.</p> <p>That is not what I have read if the 407 is subsidized or allotted to trucks/ transport/etc.. I will research again.</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports (EIARs) and other updates for this study.</p> <p>Thank you. I am truly appreciative. However I think all Ontarians should be briefed. Most don't even know this project is being considered. They should be informed.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca if you have any additional questions.</p>	

March Comment Tracker

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						<p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>Thank you, Concerned (no, <i>terrified</i>) citizen. (I have little trust this is the correct path).</p> <p>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.</p>	

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CT-395 Cont.	████	To: Project Team From: ██████████	Email: ██████████	Project Opposition	March 24, 2023	<p>May I add some proof from the provincial government that my concerns represent the majority, based on a survey not made widely Public, by the Ministry of Finance before the budget was tabled.</p> <p>"As part of its public consultation for the 2023 budget to be presented on Thursday, the Ontario Finance Ministry posted a survey on its website. The survey was not widely publicized, but there were almost 8,400 responses."</p> <p>A concerned citizen, ██████████ asked the Finance Ministry if they were planning to post the results. When they said no, I filed a FOI request to prise the information out. The FOI staff responded and a few days later sent me an Excel file with the raw data.</p> <p>The question about transportation and infrastructure is fascinating because there have been sharp differences here between the PCs and the opposition.</p> <p>Asked to give two top priorities, 60 % selected building or improving public transit, 43 % chose improving traffic congestion in urban areas, and 41 % cited building infrastructure for biking. However, only 19 % chose highways that cut down on commute time</p> <p>(the rationale 4 the proposed Highway 413), and 12 % selected improving access to the 400 series HWYs (the rationale for the Bradford Bypass). To combine this & the previous question, infrastructure isn't a high priority, & within infrastructure, public transit far outranks HWYs</p> <p>Often in a survey, what isn't asked is as important as what is. The survey does not include any of the following words or phrases: climate change, environment,</p>	<p>Hello ██████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please see the following reply to your questions raised in emails from March 23, 2023 and March 24, 2023:</p> <ol style="list-style-type: none"> Why would we not perform a new assessment (In reference to 2002 Environmental Assessment) with our new knowledge in mind? Or better, an entirely new idea. <p>. In accordance with Ontario Regulation 697/21 , an Environmental Conditions Report (ECR) was prepared to provide an update to changes that have occurred in the Study Area in the years since the 2002 Approved Bradford Bypass Environmental Assessment was completed and describes any changes to the Technically Preferred Route as a result. The ECR provided an assessment and evaluation of the impacts that any changes would have on the environment and provided a description of measures to mitigate any negative impacts on the environment.</p> <p>The environmental impact assessment studies are ongoing and will further assess impacts within the Study Area and propose measures to mitigate potential negative environmental impacts. . Results of the studies, including commitments to future work, will be summarized in a Draft and Final Environmental Impact Assessment Reports (EIARs) per O. Reg. 697/21, to be completed in 2023. Commitments and anticipated permits and approvals identified in the studies will be carried forward to subsequent Detail Design and construction phases.</p> <ol style="list-style-type: none"> it has been brought to the attention of the government that the 407 highway is underused, and as densification could

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						<p>renewable, green energy or Greenbelt. The word education also never appears,</p> <p>I wonder if the results from a survey done by the government should make the team stop and reassess. After all, it is the citizens' taxes that are paying for the project, and if they want priorities to go to healthcare and affordable housing, and inflation control, perhaps putting billions into these new highway projects should be re-thought. Thank you for reading.</p> <p>I hope you consider what I wrote. Have a pleasant weekend.</p>	<p>occur instead of sprawl onto farm, green, wetlands, we would not experience the traffic challenges we are anticipating without thought to different tactics to address "progress".</p> <p>As noted in previous correspondence, the impact from Highway 407 on the Bradford Bypass between the Build and No-Build scenarios is insignificant due to the distance between Highway 407 and the Bradford Bypass Study Area.</p> <p>3. the infrastructure already in place could be enhanced, and thinking densification rather than sprawl would also reduce the need for residents to travel so far by car to their place of work- not to mention public transit infrastructure to help in this area as well.</p> <p>Travel time savings were calculated using an area-wide transportation model (with a 2041 horizon year) that compared scenarios with and without the Bradford Bypass corridor in place for various key origin and destination pairs within the region. It also included all existing and planned transit services and initiatives, including the Barrie Line and GO Transit Lines.</p> <p>As noted in previous correspondence, even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). For Ontarians in 2051, average travel speeds are expected to be 16 per cent slower when compared to 2016.</p> <p>4. Will the public be informed before preliminary infrastructure begins? And how?</p> <p>Those included on the Project Contact List will continue to be notified through email of future milestone events. Additionally, newspaper ads will be made available, and brochures distributed to those</p>

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							<p>in the study area via Canada Post. Information will also be placed on the Project Website.</p> <p>5. we already know the climate impact of putting more cars on the road with existing vehicles all burning fossil fuels accommodating the fossil fuel industry (electric cars will be financially out of reach for most of us for quite a while) which is what will help expedite our downfall regarding ecosystem collapse. Less cars is the correct path. This project induces demand.</p> <p>All transportation infrastructure regardless of mode induces demand. People use the options available to them.</p> <p>Induced demand includes a number of elements – people change mode choices, switch routes, adjust live-work locations, or make “new” trips because of a new facility. Given the substantial growth anticipated in the region, the road capacity will still be required, in addition to investment in transit. Road capacity can be managed and utilized in efficient ways and vehicles can be designed to have lower environmental impacts.</p> <p>As part of the Bradford Bypass study, an Air Quality Impact Assessment is being undertaken to determine the relative contribution to ground level pollutant concentrations of specific current or future source emissions at receptor sites using modelling techniques.</p> <p>The Ministry will endeavor to minimize the air quality and greenhouse gas emission impacts of the project wherever technically feasible. Operational mitigation strategies may include vegetation plantings or other types of screening/barriers to decrease ground level dispersion of particulates. In addition, the proposed eventual addition of High Occupancy Vehicle lanes will promote the use of carpooling and aid in reducing congestion..</p>

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							<p>The increasing uptake of low-carbon and electric vehicles, new technologies and stringent fuel emission standards may also provide future benefits to air quality.</p> <p>6. Where would someone like me find the Draft EIAR and how will I know when it is available?</p> <p>As you are included on the Project Contact List, you will be notified through email of the publication of the Draft and Final Environmental Impact Assessment Reports (EIARs). The Draft EIAR will be made available for public review on the Project Website. Please also see the response to Question #4 regarding the newspaper ads and brochures.</p> <p>7. Maybe the highway itself will have fewer negative impacts, but with the ensuing development that will follow and continue- that is NOT the case.</p> <p>As part of the Bradford Bypass, the Project Team is carefully assessing and evaluating all impacts and will continue to work with Indigenous communities, environmental agencies, municipalities and stakeholders to identify measures to avoid and mitigate any potential impacts.</p> <p>8. Thank you. I will be honest- I do not want to have read environmental studies. You are responding to my grave concern about the reason for building this project and it has nothing to do with assessments. It has everything to do with WHY. Is it to placate developers who support this government? Is it to add development to increase the profit for the province regarding the economy? Is it to accommodate the influx of immigrants coming to Ontario to help with the skilled labour shortage? Is it to help the residents along the corridor get to the Barrie/Toronto GGH area for work? None of these is as important as keeping</p>

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							<p>farmlands intact, wetlands untouched, natural habitats left alone. There are other alternatives.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404. Please also see the response to Question #3.</p> <p>9. If we have implemented sustainable transit, built with density in mind, and stopped the threat of a 3 degree global temperature increase- the slower ride in will be worth it. I drive that route- have for years. So I am not just talking for talking sake. There are alternatives and when we are just told this week by the IPCC Report that we are screwed unless we take drastic action NOW- I say- let's do something and that starts with scrapping new highways that will induce demand especially when the sprawl starts because of this highway.</p> <p>Thank you for your comment. The Project Team acknowledged your concerns.</p> <p>10. Spend the money on public transit. Why not public transit? We can emulate Europe. Trains to transport goods as well.</p> <p>Please refer to question #3 response.</p> <p>11. That is not what I have read if the 407 is subsidized or allotted to trucks/ transport/etc.. I will research again.</p> <p>Please refer to the question #2 response.</p> <p>12. I wonder if the results from a survey done by the government should make the team stop and reassess. After all, it is the citizens' taxes that are paying for the</p>

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							<p>project, and if they want priorities to go to healthcare and affordable housing, and inflation control, perhaps putting billions into these new highway projects should be re-thought.</p> <p>Thank you for your comment. The Project Team acknowledges your concerns.</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports (EIARs) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT 449 Cont.	█	To: Project Team From: █ █	Email: █	Project Update	March 30, 2023	<p>Hello,</p> <p>Just interested in where we stand on the Bradford bypass. I am confident that behind the scenes there is positive progress. Very interested with my support.</p> <p>Thank you</p> <p>█</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your continued support for the Bradford Bypass.</p> <p>MTO is currently undertaking 15 environmental studies to update and document environmental conditions, identify, and evaluate potential impacts of the project and recommend mitigation measures to reduce potential impacts and meet current environmental legislative requirements. To view the full list of studies being conducted, please visit the overview page on the Project Website (https://www.bradfordbypass.ca/overview/).</p> <p>The studies are anticipated to be completed in 2023. Results of the studies, including commitments to future work, will be summarized in a Draft Environmental Impact Assessment Report (EIAR) per O. Reg. 697/21. Project commitments and anticipated permits and approvals identified in the studies will be carried forward to subsequent Detail Design and construction phases.</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final EIARs and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p>

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April 2023 - Consultation Record





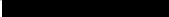

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CT-571	████	To: Project Team From: ██████████	Email: ██████████	General update	April 1, 2023	Hi there, I'm a resident of Bradford and was wondering if the Bypass is going through and if so, roughly when would it be completed? Thank you so much ████████	Hi ██████████ Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction phases will follow. The timelines for these project phases after Preliminary Design are not defined at this time. We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports and other updates for this study. We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca , toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca . Sincerely, The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036

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CT-572	█	To: Project Team From: █	Email: █	Interchange Update	April 3, 2023	<p>Good Morning:</p> <p>Can you please update us as to what the preferred intersection design is at SR 10 and the Bypass. We do not recall seeing a final design.</p> <p>Thanks,</p> <p>█</p>	<p>█ called █ on June 8, 2023. <u>Summary below.</u></p> <p>█ provided an introduction</p> <p>█ noted the Project Team has received █ comments and messages, including during the interchange consultation event in April/May 2022. The Project Team is working to address all comments received for the project in priority order. █ prefers Alternative #2 (Parclo AB) at Sideroad 10 interchange.</p> <p>█ noted he has a lawyer representing him, and will be sending in more questions to the Ministry.</p> <p>█ understands the interchange was requested by the municipality. Alternative #2 has less impact on █ property than Alternative #1 and #3.</p> <p>█ noted the preferred interchange was presented for review in November 2022 during Public Information Centre #2. █ noted he was not aware of the preferred alternative at Sideroad 10 interchange presented in November 2022, and was only aware on June 1, 2023, with the notification of the Draft Environmental Impact Assessment Report. █ noted the assessment of the interchange was based on four key criteria: Environment, Traffic Operations, Geometrics, and Structure Requirements. N. Valenton noted a Parclo A4 interchange provides the best traffic operations and greatest safety to users.</p> <p>█ noted the proposed interchange is very close to County Road 4 Parclo A4 interchange, and the interchanges at Highway 400/County Road 88 and Highway 400/Line 5 and having two Parclo A4 interchanges within a close</p>

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							<p>proximity is excessive. [REDACTED] inquired if a Sideroad 10 interchange as a Parclo A4 has traffic justification as it appears excessive and growth north of Bradford appears to be limited with most of the industrial growth moving to be along the Highway 400 employment lands. [REDACTED] noted data from various groups including the municipality and province were used to create the traffic model used to assess the future traffic operations at the interchange.</p> <p>[REDACTED] inquired why the Project Study Area figure in the current notification materials shows Sideroad 10 as a dotted line whereas County Road 4 is shown as a solid line. [REDACTED] noted this shows Sideroad 10 interchange is still under consideration.</p> <p>[REDACTED] inquired about the property acquisition process. [REDACTED] noted a property acquisition information sheet was provided, and MTO is in contact with various property owners.</p> <p><u>Email response back to [REDACTED]</u></p> <p>Hello [REDACTED]</p> <p>Thank you for the call on June 8th, 2023 and for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>As discussed on the call, the preferred interchange configuration at 10th Sideroad, as well as the overall Bradford Bypass Recommended Plan, were presented at Public Information Centre (PIC) #2 on November 24, 2022 and are described further in the Draft Environmental Impact Assessment Report.</p> <p>Additionally, please note that a response to your comments on the Preliminary Design Interchange Consultation Event was provided on July 26, 2022.</p>

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							<p>For further information on the materials presented at the event, please refer to the link below:</p> <p>PUBLIC INFORMATION CENTRES & CONSULTATION EVENTS – BRADFORD BYPASS .</p> <p>For a summary of all consultation events and a summary of comments and responses received as part of the events, please refer to Appendix C3 of the Draft EIAR.</p> <p>The Draft Environmental Impact Assessment Report (EIAR) and Appendices can be found on the Project Website from this link: https://www.bradfordbypass.ca/study-process/</p> <p>The Draft EIAR is available for review and comment on the project website from June 1 to June 30, 2023 and comments and feedback can be provided to the ministry via the Project Website, email or by telephone.</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Final Environmental Impact Assessment Reports (EIARs) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-569 Cont.		To: Project Team From:    	Email: 	CAD Linework	April 4, 2023	<p>Good morning,</p> <p>Following up on my previous email from March 20, 2023 - Can someone from the Bradford Bypass Project team please let us know if the latest CAD linework can be distributed to our office? We are hoping to obtain this ASAP as we have multiple Client's with lands abutting the future highway.</p> <p>Thank you,</p> 	<i>Refer to response below.</i>

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CT-569 Cont.		To: Project Team From: 	Phone: Email:	CAD Linework	April 6, 2023	<p>hi this is calling from</p> <p>I'm just following up to an email that I sent the bypass team at the end of March we have a few properties that are located next to where the future bypass will be located and will be some way inconveniences that needs to be passed on to the MTO anyways I requested that we could get the the latest CAD line where do you referenced ideally of the bypass so we can include these in our plans for our respective clients someone could please call me back at whenever you can that would be great thank you</p>	Refer to response below.

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CT-569 Cont.	█	To: Project Team From: █ █ █	Email: █	CAD Linework	April 12, 2023	<p>Good morning,</p> <p>I am reaching out on behalf of █ regarding the future Bradford Bypass. I got your information from the "Final Environmental Conditions Report – Highway 400 to Highway 404 Link". We are working towards a development submission for a few properties located partially within the Bradford Bypass corridor. As such, we are looking for the latest georeferenced CAD linework (AutoCAD Civil 3D) of the Bradford Bypass and associated buffers to illustrate land conveyances on our drawings.</p> <p>Can someone kindly direct me to whoever deals with the distribution of the CAD linework?</p> <p>Thank you in advance for your help. Please reach out with any questions or comments.</p> <p>Matt</p> <p>█</p>	<p>Hello █</p> <p>You can contact █ from MTO Corridor who has been cc on this email.</p> <p>Sincerely, █</p>

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CT-576	█	To: Project Team From: █	Email: █	Project Start and Completion	April 13, 2023	<p>Hi there,</p> <p>I'm resident of east gwillimbury got a letter today about Bradfordbypass just wondering when this great project is starting and will be finish?</p> <p>Kindly send me email and let me know.</p> <p>Thank you</p> <p>█</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction phases will follow.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

Month Comment Tracker

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CT-579	[REDACTED]	To: Project Team From: [REDACTED] [REDACTED]	Email: [REDACTED]	Environmental Technical Reports Presentation	April 18, 2023	<p>Thank you [REDACTED]</p> <p>I asked the question today about having our meetings recorded instead of having someone take notes. You mentioned that the Crown doesn't allow meetings to be recorded. My concern is that more often than not, when a problem comes up down the road or a Nation has a question about something that was said at a previous meeting, the information being requested was somehow misplaced or not documented at all. I'm not pointing fingers, merely mentioning that this does happen and why I brought it up today.</p> <p>Could you please provide the group the information you are referencing when you say "the Crown doesn't allow recordings of meetings". I would think having these meetings recorded would be of benefit to everyone and see no reason why this option isn't available.</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p><i>In a June 1, 2023 meeting, MTO & Williams Treaties First Nations decided to use meeting minutes and an Action Items list in lieu of recording meetings to track discussions.</i></p>

Month Comment Tracker

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-579 Cont.	[REDACTED]	To: Project Team From: [REDACTED] [REDACTED] [REDACTED]	Email: [REDACTED]	Environmental Technical Reports Presentation	April 19, 2023	Thank you, [REDACTED] I whole heartedly agree. In the spirit of transparency and with knowledge of shared past experiences. [REDACTED]	<i>In a June 1, 2023 meeting, MTO & Williams Treaties First Nations decided to use meeting minutes and an Action Items list in lieu of recording meetings to track discussions.</i>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-580		To: Project Team From: [REDACTED]	Email: [REDACTED]	Porta Potty	April 20, 2023	<p>Hi there,</p> <p>We have 2 porta pottys behind our fence and was advised that they belong to the Ministry of Transportation for the Bradford Bypass project.</p> <p>Can these be relocated as soon as possible as they are directly behind our fence and people walking behind the houses use them.</p> <p>Thank you,</p> <p>[REDACTED]</p>	<p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The porta pottys have not been removed from behind your fence due to the wet ground conditions. They will be removed at the earliest possible opportunity.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

Month Comment Tracker

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/Request	PROJECT TEAM RESPONSE
CT-581		To: Project Team From:	Email:	Future Land Use	April 24, 2023	<p>Hello,</p> <p>Is there any part of your studies that deals with the land use of the study area?</p> <p>Please let me know where I can find some extra information.</p> <p>Thank you</p>	<p> called on April 24, 2023 and informed him that the land use information can be found in the Final Environmental Conditions Report.</p> <p> also mentioned that the land use study is ongoing and will be summarized in the Environmental Impact Assessment Report which will be available for review on the Project Website.</p> <p> thanked for the information</p>

Month Comment Tracker

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-582 Cont.		To: Project Team From: 	Email:	Cultural Heritage Resource Assessment Report	April 28, 2023	Hi, Please use the email address for future correspondence on these MTO files. Forwarded here. Thanks, 	<i>Contact list has been updated.</i>


Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-582 Cont.		To: Project Team From: [REDACTED]	Email: [REDACTED]	Cultural Heritage Resource Assessment Report	May 1, 2023	<p>Good morning,</p> <p>I have CC'd my colleagues from [REDACTED] and two from our sister communities in [REDACTED] so they are aware of what [REDACTED] is sharing towards this report.</p> <p>Two confidential documents attached.</p> <p>Miigwech</p> <hr/> <p>[REDACTED]</p>	<p>Dear [REDACTED]</p> <p>Thank you for your input on the Cultural Heritage Resource Assessment Report for the Bradford Bypass project.</p> <p>MTO and AECOM will keep these documents confidential while incorporating your community's information into this technical report.</p> <p>The information provided will be taken into consideration when finalizing the CHRAR and drafting the Cultural Heritage Evaluation Report (CHER) for the Holland River Watershed.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

May 2023 - Consultation Record

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-584		To: Project Team From:	Email: [REDACTED] [REDACTED]	Project Transparency	May 9, 2023	<p>Good afternoon [REDACTED] Thank you for your email.</p> <p>I'm not entirely sure where you have received your info from, what rumours you may have heard or where they came from. This is a Provincial Project along with the Ministry of Transportation. The Town of Bradford West Gwillimbury, nor the Council, is not making any decisions on this project at all.</p> <p>To state : 'Apparently, town council, which includes you, has decided to quietly amend this interchange into a definite construction, to appease developers and business owners whom you are placing as more important than your constituents.'</p> <p>is insulting and goes against who I am and what I stand for. I would really like to know where you are getting your information from as this statement is completely false.</p> <p>This project from what I have seen, and you can see for yourself at www.bradfordbypass.ca, has always been transparent. There was a Public Information Center meeting on November 24, 2022 which I had attended and where I first found out about the primary choice of intersection on the 10th Sideroad. My original understanding was that it was only supposed to be a one way ramp (either off or on). You can contact the members working on this project directly through the website.</p> <p>You further state: 'I am extremely disappointed with council acting in such an underhanded manner. Rumour has it that certain councillors are in favour of permitting constituents open accessibility to updated information on the plans for Sideroad 10 re: the Bypass. You have not been included in that list of</p>	N/A

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>councillors. Therefore, am I to assume you would rather us to remain uninformed?</p> <p>Again, I have no idea where you are getting your information from but it is false and completely unfounded. Rumours tend to spread quickly and it's really unfortunate when individuals listen to and believe rumours instead of going to the source and asking the appropriate questions in a civil and proper manner. What 'list of councillors' did you have, and where did you come across this 'list'? Your assumptions are incorrect.</p> <p>I appreciate you reaching out and hope that I have brought some clarity to these 'rumours' and false information.</p> <p>For further transparency, I have CC'd the Mayor, Deputy Mayor, the Town's CAO, and contacts from the Bradford Bypass project to receive and read your concerns.</p> <p>[REDACTED]</p> <hr/> <p>[REDACTED]</p> <p>It has come to our attention that plans for the "proposed interchange" at Sideroad 10 and the Bradford Bypass have changed. Apparently, town council, which includes you, has decided to quietly amend this interchange into a definite construction, to appease developers and business owners whom you are placing as more important than your constituents.</p> <p>In concern of true transparency, I would have expected this kind of decision to be shared with the neighborhood directly affected. I am extremely disappointed with council acting in such an underhanded manner. Rumour has it that certain councillors are in</p>	

May Comment Tracker

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						<p>favour of permitting constituents open accessibility to updated information on the plans for Sideroad 10 re: the Bypass. You have not been included in that list of councillors. Therefore, am I to assume you would rather us to remain uninformed?</p> <p>I would appreciate a response.</p> 	

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-585	████	To: █████ From: Project Team	Email: █████	General Inquiry	May 10, 2023	<i>Individual sent email to Infrastructure Ontario, which was forwarded to MTO Project Team.</i>	<p>Dear █████</p> <p>Thank you for your questions to Infrastructure Ontario regarding the Bradford Bypass. Your questions were directed to the Ministry of Transportation for a response.</p> <p>Regarding your question about the highway being changed from four lanes to eight lanes, the Bradford Bypass is being designed with a standard 100m right-of-way with initial development of a four-lane freeway, which is consistent with the 2002 approved Environmental Assessment (EA). The design includes provisions for the future to increase to eight lanes within the 100m right-of-way. MTO shared the future widening which is documented in the Final Environmental Conditions Report, with you as well as the general public on October 27, 2022. The Environmental Conditions Report documented the updates to the 2002 approved, including the potential for the future widening of the BBP to eight lanes within the 100m right-of-way designation. This possibility was also included in the information provided during Public Information Centre #2, which were shared with on December 1, 2022, which included diagrams of the proposed four-lane and eight-lane cross-sections of the Bradford Bypass.</p> <p>Regarding your questions about route selection, the 2002 approved EA for the Bradford Bypass involved the identification, evaluation, and comparison of 10 alternative corridors and 43 associated potential routes. The 2002 approved EA evaluated all alternatives from a broad range of potential routes, including managing transportation demand, improving existing roadways and/or roadway based modes. This evaluation resulted in the selection of the Technically Preferred Route. The preferred route is included in Official and Transportation Master Plans as well as the <i>Places to Grow Act</i>, and has fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>The current Preliminary Design work updated the Technically Preferred Route for the Bradford</p>

May Comment Tracker

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							<p>Bypass, which was presented in the fall of 2022. The Project Team continues to refine the engineering and route based on feedback received through engagement and consultation opportunities and updates to reflect changes since the 2002 EA was approved. The Draft Environmental Impact Assessment Report (EIAR), which updates the environmental results from the 2002 EA Study, will be presented in the near future and will provide another opportunity for input and feedback. The ministry will share the Draft EIAR prior to the meeting that is currently scheduled with Williams Treaties First Nations in early June.</p> <p>We appreciate your interest in the Bradford Bypass. Should you have any additional questions or comments, please feel free to contact me by email or by phone at [REDACTED]</p> <p>Sincerely, [REDACTED]</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-537 Cont.	█	To: Project Team From: █	Email: █	EIAR Completion Date	May 16, 2023	<p>Thank you for the reply.</p> <p>What is the estimated completion date of the EIAR?</p> <p>Thank you █</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Draft Environmental Impact Assessment Report (EIAR) is currently available for review on the Project Website from June 1, 2023 to June 30, 2023.</p> <p>Comments and feedback on the Draft EIAR can be provided to the ministry via the Project Website, email or by telephone.</p> <p>Any concerns raised during the review period by Indigenous communities, interested persons and stakeholders will be documented in the Final EIAR</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Final EIAR and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

May Comment Tracker

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CT-504 Cont.	█	To: Project Team From: █	Email: █	Response Clarification	May 15, 2023	There wasn't an image attached to the email you sent on May 12 th , 2023. <i>Kind regards,</i> █	Hi █ Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The image referred to in the previous two emails is the image contained in the body of the email sent on February 16, 2023. The image in question has also been enclosed below. █ As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Final Environmental Impact Assessment Report and other updates for this study.

May Comment Tracker

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
							<p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-587	█	To: Project Team From: █	Email: █	Properties within Study Area	May 19, 2023	<p>Hello,</p> <p>We are currently actively and urgently searching for a new home in █ and are looking at a few streets in neighbourhoods that are located just above █ therefore, just below where the Bradford Bypass will be based on the map we see on the project site (Bradfordbypass.ca).</p> <p>Please can you therefore advise ASAP on the following questions so we can make an informed decision on our house purchase. This is URGENT as we are looking to purchase a home within the next 5-10 days.</p> <p>Questions;</p> <ul style="list-style-type: none"> - how close to the Bypass will the neighbourhoods in question be? The streets at the 'back' of these neighborhoods are █ - are any homes in those neighbourhoods on the expropriation list or potential expropriation list, now or in the future? - Have any homeowners in those neighbourhoods been already told their house will be expropriated? <p>I am sure you can understand our concerns and the urgency of needing a reply please to the above questions.</p> <p>We can be reached at this email or by cell at █ I have not copied our Real Estate lawyer here, but will make them aware we have asked these questions prior to making a new home purchase decision.</p> <p>Thank you in advance!</p> <p>Kindest regards, █</p>	<p>Hi █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please see below the answers to the questions from May 19, 2023.</p> <p>1. How close to the Bypass will the neighbourhoods in questions be? The streets at the 'back' of these neighborhoods are █</p> <p>Please see below the Recommended Plan indicating the distance between the neighbourhoods in question and the Bradford Bypass.</p> <p>█</p> <p>2. Are any homes in those neighbourhoods on the expropriation list, now or in the future?</p> <p>None of the properties in these neighbourhoods are anticipated to be impacted.</p>

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							<p>3. Have any homeowners in those neighbourhoods been already told their house will be expropriated?</p> <p>Notifications from the Bradford Bypass Project Team regarding property impacts have not been prepared or delivered to the neighbourhoods as they are not anticipated to be impacted, as noted in Question 2 above.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Final Environmental Impact Assessment Report and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

May Comment Tracker

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CT-587 Cont.		To: Project Team From: [REDACTED]	Email: [REDACTED]	Properties within the Study Area	May 25, 2023	<p>Hello - I am following up from my email below sent last Friday.</p> <p>Please can someone respond to our email & questions ASAP.</p> <p>Thank you, [REDACTED]</p>	<p><i>Response drafted in CT-587 above.</i></p>

May Comment Tracker

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-572 Cont.	████	To: Project Team From: ██████████	Email: ██████████	Interchange Update	May 25, 2023	<p>Good Afternoon:</p> <p>I had sent previous inquiries with respect to the SR 10 Interchange and have yet to receive a reply. Is there a preferred option? We had expressed a preference for Option 2.</p> <p>Look forward to a reply.</p> <p>Regards, ██████████</p>	<p><i>Response drafted in April CRF</i></p>

Draft Stormwater Management Plan - Consultation Record

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-SW-01	[REDACTED]	To: Project Team From: [REDACTED] [REDACTED] [REDACTED]	Email: [REDACTED]	Providing additional link	March 29, 2023	<p>Hello Project team, Can you provide the link to the plan again, the download expired. Moving forward I will be the main contact for DFO in the assessment of the project. Thanks.</p> <p>[REDACTED]</p>	<p>Dear [REDACTED]</p> <p>Thank you for your email. We will add you to the Project Contact List as the main contact for DFO.</p> <p>In accordance with Section 22 of Ontario Regulation 697/21, AECOM has prepared a Draft Stormwater Management Plan for the Bradford Bypass Project. Please refer to the links below to access the Stormwater Management Plan.</p> <p>[REDACTED]</p> <p>Please let us know if you have any questions or concerns.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>

Stormwater Management Plan Comment Tracker

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-SW-02	[REDACTED]	To: Project Team From: [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	Email: [REDACTED]	Providing additional link	March 29, 2023	<p>Hello Bradford Bypass Team,</p> <p>Please let me know if you are able to reshare the link for the Stormwater Management Plan.</p> <p>We are unable to access the link below for the file for review.</p> <p>Thanks,</p> <p>[REDACTED]</p>	<p>Dear [REDACTED]</p> <p>Thank you for your email. In accordance with Section 22 of Ontario Regulation 697/21, AECOM has prepared a Draft Stormwater Management Plan for the Bradford Bypass Project. Please refer to the links below to access the Stormwater Management Plan.</p> <p>[REDACTED]</p> <p>Please let us know if you have any questions or concerns.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>

Stormwater Management Plan Comment Tracker

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-SW-03		To: Project Team From:	Email:	Drainage Hydraulic, and Stormwater Management Report	April 5, 2023	<p>Good afternoon:</p> <p>Can we please get a copy of the Drainage, Hydraulic, and Stormwater Management (SWM) Report (Aecom, Dec 2022). Any associated HEC-RAS models would also be appreciated.</p> <p>Thank you,</p>	<i>See response in CT-SW-03 Cont. below.</i>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-SW-03 Cont.	█	To: Project Team From: █ █ █	Email: █	SWMP Comments	April 6, 2023	<p>Good afternoon:</p> <p>Please find attached LSRCA's review comments for the Draft SWM Plan.</p> <p>Regards,</p> <p>█</p>	<p><i>Comments provided in separate document</i></p> <p>Hi █</p> <p>Thank you for your comments on the Bradford Bypass Draft Stormwater Management Plan undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please see the attached document for responses to your comments. The Drainage and Hydrology Report can be downloaded at the following links:</p> <p>[LINKS]</p> <p>If you have any other questions or concerns, please let us know.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>

Stormwater Management Plan Comment Tracker

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-SW-04	█	To: Project Team From: █ █ █	Email: █	Contact List Removal	April 19, 2023	<p>Hi Bradford Bypass team,</p> <p>As previously noted, I am no longer with the Project Review Unit (PRU) in MECP and have no involvement with this project.</p> <p>Please remove me from your distribution lists and replace my name with █ who is the acting PRU Supervisor, and █ who is the acting Environmental Assessment Branch Manager.</p> <p>Thank you,</p> <p>█</p>	<i>Removed from Project Contact List.</i>

Stormwater Management Plan Comment Tracker

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-SW-04 Cont.	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Feedback	April 25, 2023	Good morning Bradford Bypass Team, Please find attached comments for the draft Stormwater Management Plan. Thank you, [REDACTED]	See above.

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-SW-04 Cont.	█	To: Project Team From: █ █	Email: █	Resubmission	April 25, 2023	Hi all, apologies this needs to be reviewed by senior management. We will re submit. █	<i>Note to file: No response required. MECP response above.</i>

Stormwater Management Plan Comment Tracker

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-SW-05	█	To: Project Team From: █ █ █	Email: █	Feedback	April 24, 2023	<p>Hello,</p> <p>Thank you for circulating the Draft Stormwater Management Plan and Draft Groundwater Protection and Well Monitoring Plan to the MNRF for review. The ministry does not have any comments on the draft reports.</p> <p>Thank you.</p> <p>█</p>	<i>Note to file: No response required.</i>

COMMENT RESPONSE FORM

Project: Bradford Bypass

Deliverable: Draft Stormwater Management Plan (SWMP) Highway 400 – Highway 404 Link (Bradford Bypass)". Prepared for Ontario Ministry of Transportation, and dated March 22, 2023

Date: May 17, 2023

Comment No.	Section	Review Comment Received From:	Review Comment	AECOM Response	Edits Required?	Edits Made?	Comment Rejected?	Reason
1	General	April 6, 2023	The report states that there are no SWM measures existed under existing drainage conditions. Exhibits 5.1/5.2 (Proposed Drainage Mosaic) and Exhibits 7.1/7.2 (Proposed Stormwater Management Plan) showed that there would be several "existing SWM facilities to be relocated with outflow direction" as indicated in the exhibit legends. A clarification should be provided in the report for those existing facilities, including their existing and future service areas and indicating whether these existing SWM ponds are included in the proposed nine (9) SWM ponds.	As shown on Exhibit 5.1 two existing ponds (R-Ex Pond 1 and R-Ex Pond 2) will be relocated. Their existing drainage areas shall be reviewed and confirmed during the Detail Design phase given that the area around the ponds is undeveloped. It is assumed that these two ponds do not function as SWM ponds per MECF requirements, but this assumption shall be confirmed during the Detail Design phase. These two existing ponds are not part of the proposed nine (9) SWM Ponds.	Yes	Yes	N/A	N/A
2	General	April 6, 2023	It is understood that the proposed SWM ponds will provide treatment to meet the enhanced water quality protection level. It is recommended Table 5 of the report (Proposed SWM Ponds) include the information of the proposed permanent storage volumes of the SWM ponds in comparison with the requested storage defined in Table 3.2 of Stormwater Management Planning and Design Manual (March 2003) to show that the provided storage will meet the MECF's enhanced water quality protection level	Table 5 was revised to include the required permanent pool storage volume as defined in Table 3.2 of the MECF's Stormwater Management Planning and Design Manual (March 2003).	Yes	Yes	N/A	N/A
3	General	April 6, 2023	In terms of the proposed flat-bottom grassed swales, although the design is to meet the MECF Design Manual requirement, what water quality protection level that a grassed swale can provide has not been well defined/recognized. It is recommended that Table 4 of the report (Proposed Flat Bottom Grassed Swales) include the outlet/receiver information of the proposed swales. If the swales directly discharge into a surface watercourse/wetland, further clarification should be provided to discuss the receiver sensitivity and assess the sufficiency of the proposed SWM facility in protecting the receiver water quality.	Table 4 of the report (Proposed Flat Bottom Grassed Swales) has been updated to include the outlet/receiver information of the proposed swales, including Flat Bottom Swale Calculations (Included in Appendix C – Water Quality Analysis and Erosion Potential Analysis for Flat Bottom Swales). The clarification request with respect to the receiver sensitivity and the assessment of the sufficiency of the proposed SWM facility in protecting the receiver water quality shall be conducted in Detail Design when the required additional information and data is available.	Yes	Yes	N/A	N/A
4	General	April 6, 2023	Ontario Regulation 697/21 requires that the SWM plan includes a monitoring plan to evaluate the performance of stormwater management facilities against the design criteria and objectives and to verify that receiving waters are protected. In this regard, the report has proposed several principles as the basis of the monitoring framework. In addition, it is noted that Page 33 of the report has provided recommendations for the subsequent design phase, which include: a) collect water samples at the inlet and outlet points of the flat bottom grassed swales to estimate the removal efficiency of the swales in terms of concentration of total suspended solids (TSS); b) propose the water quality target/protection level based on the receiver sensitivity and the MECF's manual when preparing a SWM plan; c) demonstrate in the SWM plan that the proposed SWM facility is able to achieve the defined "target" and; d) the treated effluent to meet TSS concentration of 25 mg/L before discharging into the receiving water body; etc. I generally support these	Further details about maintenance and monitoring of the proposed SWM facilities shall be provided during the Detail Design phase AECOM agrees that during the Detail Design phase, additional recommendations will be provided, and that the proponent shall commit to conduct as recommended the performance monitoring of the facilities to assure they operate as design.	Yes	Yes	N/A	N/A

Comment No.	Section	Review Comment Received From:	Review Comment	AECOM Response	Edits Required?	Edits Made?	Comment Rejected?	Reason
			recommendations. It is expected that further details will be provided in the final SWM report or during the design phase to follow these recommendations, along with a proponent's commitment to conducting the performance monitoring as recommended.					
5	General	April 6, 2023	Finally, Appendices C-D of the report presented the hydrological model output files with different scenarios (existing condition, propose condition without SWM ponds, proposed condition with SWM ponds). As the project involves many catchments, culvers and watercourses, it will be much helpful if the final report in the appendices can include a model schematic diagram for each simulation scenarios considered.	The schematic for the proposed hydrologic models provided in the final SWM Plan (appendices).	Yes	Yes	N/A	N/A
6	General	Page 1 of 6	<p>The <i>Clean Water Act, 2006</i> (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas are delineated around surface water intakes and wellheads for every municipal residential drinking water system located within a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs), and surface water Intake Protection Zones (IPZs). Other vulnerable areas that can be delineated under the CWA for municipal drinking water systems include Significant Groundwater Recharge Areas (SGRAs) and Highly Vulnerable Aquifers (HVAs). In addition, event-based modelling areas (EBAs) and Issues Contributing Areas (ICAs) may also occur, overlapping with one of the four above-named vulnerable areas.</p> <p>The Source Protection Information Atlas is publicly available and can be used to locate delineated vulnerable areas in Ontario.</p>	AECOM has factored in the Clean Water Act, 2006 and source protection requirements. The Source Protection Information Atlas was consulted and reviewed as part of the Groundwater Protection and Well Monitoring Plan, provided to MECP for review on March 24, 2023.	No	No	N/A	N/A
7	General	Page 2 of 6	<p>Based on the proposed approximate siting of the grassed swales along certain lengths of the bypass and the nine stormwater management ponds, as described in the Draft Bradford Bypass SWMP, we have determined that the swales and ponds may intersect with several vulnerable areas for the protection of sources of drinking water, as follows:</p> <ul style="list-style-type: none"> - Four proposed stormwater management ponds overlap with IPZ-3 with vulnerability scores ranging from 5.6 to 6.3. - Five proposed stormwater management ponds overlap with HVAs with a vulnerability score of 6. - One proposed stormwater management pond overlaps with a SGRA (SGRAs do not have vulnerability scores). - Parts of the 15,225 metres of grassed swales running the length of the Bradford Bypass intersect with one WHPA-C with a score of 4 and two WHPA-Ds (both with a vulnerability score of 2). - Grassed swales also intersect many areas of SGRAs, HVAs with a vulnerability score of 6 and IPZ-3 with vulnerability scores ranging from 5.6 to 6.3. <p>Based on their proposed approximate siting within the abovementioned vulnerable zones and associated scores, the grassed swales and stormwater management ponds would not be significant drinking water threat activities.</p> <p>In addition to the stormwater management facilities, CSPB also assessed the risk posed to drinking water sources from the application and storage of road salt and snow storage associated with maintaining the proposed bypass. The proposed location of the 16.3 kilometre highway was reviewed to determine where it might intersect with vulnerable areas (see Maps 1 and 2 below). As described above, the bypass would intersect with SGRAs, HVAs with</p>	<p>Can MECP (CSPB) clarify the following:</p> <ul style="list-style-type: none"> - Please identify the locations of the four proposed stormwater management ponds that overlap with IPZ-3 with vulnerability scores ranging from 5.6 to 6.3. - Please identify the locations of the five proposed stormwater management ponds that overlap with HVAs with a vulnerability score of 6, and - Please identify the locations of the one proposed stormwater management pond that overlaps with a SGRA. - Please identify the areas with grassed swales that intersect many areas of SGRAs, HVAs with a vulnerability score of 6 and IPZ-3 with vulnerability scores ranging from 5.6 to 6.3. 	Yes	Yes	N/A	N/A

Comment No.	Section	Review Comment Received From:	Review Comment	AECOM Response	Edits Required?	Edits Made?	Comment Rejected?	Reason
			a vulnerability score of 6, IPZ-3 with vulnerability scores ranging from 5.6 to 6.3, and WHPA-C and D with vulnerability scores of 4 and 2, respectively. Based on the approximate siting of the bypass across the abovementioned vulnerable zones and scores, the application of road salt, the handling and storage of road salt, and snow storage are not significant drinking water threat activities.					
8	General	Page 3 of 6	...However, the abovementioned threat activities may be moderate/low threats to sources of drinking water and select policies of the <i>South Georgian Bay Lake Simcoe Source Protection Plan</i> may still apply. In addition, within HVAs there may be other types of drinking water systems present that are not explicitly addressed by the source protection plan. The proponent should take these into consideration by protecting sensitive hydrologic features that include current or future sources of drinking water for systems not explicitly addressed in source protection plans, such as private systems – individual or clusters, and designated facilities within the meaning of O. Reg. 170/03 under the <i>Safe Drinking Water Act</i> – i.e., camps, schools, health care facilities, seasonal users, etc.	AECOM acknowledges that regardless of the threat activities may be moderate/low threats to sources of drinking water and select policies of the <i>South Georgian Bay Lake Simcoe Source Protection Plan</i> may still apply. In addition, AECOM acknowledges that considerations shall continue to be taken in subsequent design phases to protect sensitive hydrologic features for systems not addressed in source protection plans. AECOM has factored in the <i>Clean Water Act, 2006</i> and source protection requirements. The <i>Source Protection Information Atlas</i> was consulted and reviewed as part of the <i>Groundwater Protection and Well Monitoring Plan</i> , provided to MECF for review on March 24, 2023	No	N/A	N/A	N/A
9	General	Page 3 of 6	In the Bradford Bypass SWMP, the proponent referenced drinking water source protection briefly insofar as the <i>South Georgian Bay Lake Simcoe Source Protection Plan</i> was listed alongside other MECF and MTO manuals for stormwater management planning and drainage, respectively, and conservation authority technical guidelines for stormwater that were used in assessing the existing and proposed drainage systems and in the development of the SWMP.	Comment acknowledged. No edits required.	No	N/A	N/A	N/A
10	General	Page 3 of 6	The proponent should consult with the local source protection authority if they have not already done so. Where this project intersects with a vulnerable area, consideration for the protection of sources of drinking water should be clearly documented. If located in a vulnerable area, the proponent should document whether any project activities are prescribed drinking water threats and thus pose a risk to sources of drinking water. The <i>South Georgian Bay Lake Simcoe Source Protection Authority</i> can provide assistance in determining whether an activity associated with the construction, operation, or maintenance of the project may be a threat to sources of drinking water threat as per the <i>Clean Water Act, 2006</i> and whether there are policies in the source protection plan that apply. Please note, even if the project activities in a vulnerable area are deemed not to pose a risk to sources of drinking water, there may be other policies that apply and so consultation with the local source protection authority is important.	AECOM acknowledges the importance to consult with the local source protection authority, the <i>South Georgian Bay Lake Simcoe Source Protection Authority</i> shall be consulted to determine whether an activity related to the construction, operation, or maintenance of the project may be a threat to sources of drinking water threat as per the <i>Clean Water Act, 2006</i>	No	N/A	N/A	N/A
11	General	Page 3 of 6 and Page 4 of 6	More Information	AECOM acknowledges that the <i>Conservation Ontario's</i> website provides additional information on the <i>Clean Water Act, 2006</i> , SPA and plans including specific information on the vulnerable areas and drinking water threats. In addition, it is acknowledged that a list of the prescribed drinking water threats can be found in section 1.1 of <i>Ontario Regulation 287/07</i> made under the <i>Clean Water Act, 2006</i> .	No	N/A	N/A	N/A

Comment No.	Section	Review Comment Received From:	Review Comment	AECOM Response	Edits Required?	Edits Made?	Comment Rejected?	Reason
				In addition to prescribed drinking water threats, some source protection plans may include policies to address additional "local" threat activities, as approved by the MECF.				
12	General	<div></div> <div></div> <div>Page 3 of 6 and Page 4 of 6</div>	Map 1 and Map 2	AECOM acknowledges that Map 1 provides the areas where the Bradford Bypass intersects drinking water source protection vulnerable areas, and Map 1 provides the areas where the Bradford Bypass intersects Significant Groundwater Recharge Areas (SGRA) and Highly Vulnerable Aquifers (HVA).	No	N/A	N/A	N/A

Site Address: Bradford Bypass	Date: April 05, 2023	LSRCA File #: EA-401570-093020	Municipal Ref #: 2019-E-0048
Application Type: Environmental Assessment	APID: 401570	Submission #: FIRST	Municipality: East Gwillimbury

Documents Reviewed (05-APRIL-2023):

- **Cover Letter:** AECOM, "Draft Stormwater Management Plan, Highway 400 – Highway 404 Link (Bradford Bypass), March 22, 2023
- **SWM Report:** AECOM, "Draft Bradford Bypass Stormwater Management Plan", March 20, 2023
- **Appendix A, B, C, D, E**

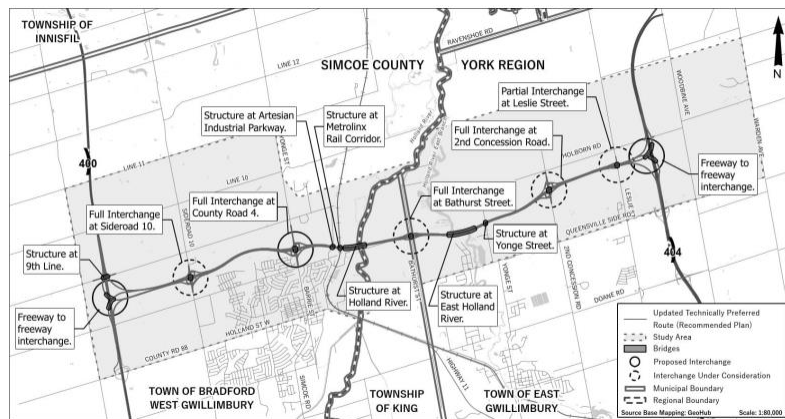
Background Information:

- 16.3km
- Interim – 2 lane configuration (2 lanes in each direction)
- Ultimate – 4 lane configuration
- Holland River and Holland River East Branch
- Flat bottom grassed swales (15,225m of flat bottom grassed swales are proposed on the south and north side of BBP)
- Enhanced grassed swales
- Wet Ponds – 9 ponds proposed to provide quantity and quality control for a drainage area of 130ha
- 90% of the project drainage area will outlet into the Holland River and Holland River East branch

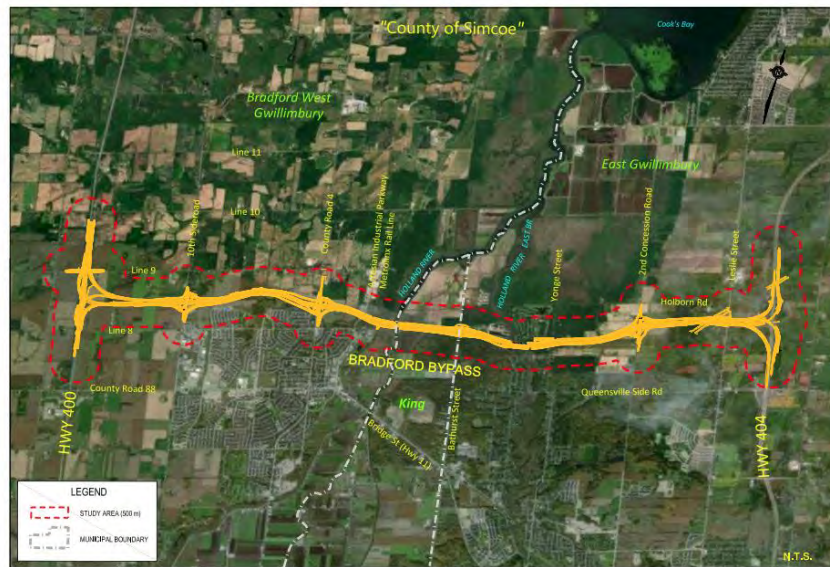
Comment #	Item	Section	Page #	1 st LSRCA Comments (05-APRIL-2023)	1 st Applicant Response on August 16, 2023
E1.	SWM Report	Section 2.3	Page 8	Volume Control: In addition to water quality and water quantity please consider implementing mitigation measures to address LSRCA's volume control criteria. Please see section 3.2.4 of our April 2022 guidelines on volume control criteria for linear development.	Please, clarify/confirm the requirements of this comment as the extended detention zone of the proposed nine (9) SWM ponds shall include the runoff volume from the 4-hour 25mm rainfall event. In addition, the flat-bottom swales with permanent flow check dams shall provide, to some extent, the volume control as required by the LSRCA's volume control criteria for linear development (the direct runoff volume from 12.5 mm of rainfall from the new paved areas of the Bradford Bypass).
E2.	SWM Report	Section 5.2	Page 14	Design Storm Events: The LSRCA requires the 12-hour SCS Type II and the 4-hour Chicago storm events to be modelled. Please consider modelling these storm events to determine existing the proposed flows and volumes Please consider using these storm events to verify the ponds and conveyance measures will be designed to achieve the allowable release rates and storage volumes, from both of these storm files.	Various rainfall distributions were used in the hydrologic analysis (i.e., 12-hour and 24-hour SCS Type 2, 12-hour AES, and 12-hour and 24-hour Chicago). The 24-hour SCS Type 2 was selected to perform the hydrologic analysis given that it provided the higher peak flow values. The 4-hour Chicago 25mm storm was used to complete the water quality assessment of the flat-bottom grassed swales based on the design criteria outlined in the MECP's Stormwater Management Planning and Design Manual (March 2003). The 24-hour SCS Type 2 was used to estimate volumetric requirements for the proposed SWM ponds. The extended detention zone included the runoff volume from the 4-hour Chicago 25mm storm event.
E3.	SWM Report	Section 6.1	Page 18	Flat Bottom Grassed Swales and Enhanced Grassed Swale: It's understood permanent flow check dams or concrete weir (dam) will be installed, where required, in the flat bottom grassed swales or the enhanced grassed swale, respectively.	The proposed flat-bottom grassed swales were designed based on the water quality criteria and erosion potential criterion included in the MECP's Stormwater Management Planning and Design Manual (March 2003). The hydraulic performance of the swales satisfies these design criteria.

Comment #	Item	Section	Page #	1 st LSRCA Comments (05-APRIL-2023)	1 st Applicant Response on August 16, 2023
				<p>Please ensure water quantity control can be demonstrated with all selected measures, if there is no downstream SWM facility.</p> <p>Ideally, a rating curve should be provided for all swales, in addition to pre and post-development flow values.</p>	<p>Quantity control shall be provided to some extent with the use of permanent flow check dams to be located along the swales.</p> <p>Please, confirm if a typical rating curve associated will be provided and will suffice for this Preliminary Design project.</p>
E4.	SWM Report	Section 6.2	Page 27	<p>Proposed Wet Ponds: Please state in the report if the 9 proposed SWM ponds have been designed for the ultimate scenario.</p>	<p>The proposed 9 SWM Ponds have been designed for the ultimate scenario and wording has been added to the SWM Plan to reflect to address the comment.</p>
E5.	SWM Report	Section 6.2	Page 27	<p>Erosion Control / Extended Detention: Please consider implementing and designing the 9 SWM facilities to address erosion control / extended detention as per section 3.4 of LSRCA's April 2022 guidelines.</p>	<p>The 9 SWM Ponds shall be designed as extended detention wet pond. As such, the ponds shall address erosion control / extended detention as per Section 3.4 of LSRCA's April 2022 guidelines.</p>
E6.	SWM Report	Section 6.2	Page 27	<p>Sufficient Outlet: Please ensure all proposed SWM ponds have sufficient outlets, as per section 3.2.2 of LSRCA's April 2022 guidelines.</p>	<p>Section 6.2 of the SWM Plan, described where the ponds shall discharge to assuring that positive drainage is provided and that the ponds shall have sufficient outlet per section 3.2.2 of LSRCA's April 2022 guidelines.</p>
E7.	SWM Report	Section 6.2	Page 27	<p>Design Requirements: Please refer to LSRCA's design requirements when designing the SWM ponds, section 6.4.2.</p> <p>Please pay particular attention to the need of a geotechnical study AND suitable location to construct the SWM facilities (in around the proposed bridge structures and the associated floodplain – see section 6.4.2).</p> <p>Please keep in mind, the proposed ponds collecting drainage from the bridges should not have any negative impact on the flood storage (i.e., no fill in the floodplain).</p>	<p>The Preliminary Design of the SWM Ponds is based on the MECP requirements and have been complemented with design requirements from LSRCA's April 2022 guidelines, Section 6.4.2.</p> <p>For this Preliminary Design study, geotechnical investigations for the Bradford Bypass are limited/ restricted. With this Preliminary Design and information available to us, there are no issues that are known at this time. Additional geotechnical investigations shall be carried out in subsequent design phases to satisfy the technical information and data that is required to facilitate the Detail Design of facilities such as ponds.</p> <p>The SWM Plan shall include the recommendation to carry out a geotechnical investigation in support of the pond design (i.e., location, groundwater, rock depth, suitable soils, etc.).</p> <p>The (4) SWM Pond Pockets that are proposed at the end of the two bridge structures over Holland River and Holland River East Branch are not large. In addition, they shall be constructed adjacent to the bridge embankment to minimize any negative impact on the flood storage.</p>
E8.	Appendix b, c, and d			<p>VO Model: Please provide a model schematic so the reviewer understands how the hydrology model was laid out.</p>	<p>AECOM will provide to LSRCA a digital copy of the hydrologic model and the schematic of the proposed hydrologic model.</p>

Comment #	Item	Section	Page #	1 st LSRCA Comments (05-APRIL-2023)	1 st Applicant Response on August 16, 2023
				Additionally, please provide a digital copy of the hydrology model to LSRCA.	
E9.				<p>Drainage and Hydrology Report:</p> <p>Unfortunately, due to timing, LSRCA didn't have the opportunity to review the "Drainage, Hydraulic and Stormwater Management (SWM Report – Highway 400 – Highway 404 Link (The Bradford Bypass) (GWP 2008-21-00)", prepared by AECOM dated Dec. 2022.</p> <p>If possible, LSRCA would like the opportunity to review and provide comments (if required) on this document.</p> <p>LSRCA staff requested a copy of this document via email on 02-APRIL-2023. The drainage and hydrology report was discovered while reviewing the "Draft Bradford Bypass Stormwater Management Plan", prepared by AECOM dated March 20, 2023.</p>	Drainage and Hydrology Report to be provided.



Selina Marinc will help us to get the PSW layer



From: projectteam@bradfordbypass.ca
Sent: November 14, 2023 12:02 PM
To: 'O'Neill, Kathleen (MECP)'
Cc: 'Ma, WanChi (MTO)'; 'Alex.MacLean@ontario.ca'; 'Lariviere, Rebecca (MTO)'; 'Lee, Jordan (MTO)'; Sorochinsky, Tim; Sheikh, Riyaz; Hyder, Mir; Docherty, Emma; Atherton, Madeleine; Scott, Christopher
Subject: Bradford Bypass Project - Final Stormwater Management Plan

Hello Kathleen O'Neill,

In accordance with Section 22 of Ontario Regulation 697/21, AECOM has prepared the Final Stormwater Management Plan for the Bradford Bypass Project. As the Director of the Ministry of Environment, Conservation and Parks - Environmental Assessment Branch, please use the link to download the Final Stormwater Management Plan, in accordance of Section 22 (6).

<https://we.tl/t-UmriwHW6ZP>

The report will also be published to the Project Website (<https://www.bradfordbypass.ca/>) in accordance with Section 22(7).

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.

**Draft Groundwater Protection
and Well Monitoring Plan -
Consultation Record**

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-GMWPP-01		To: Project Team From: [REDACTED]	Email: [REDACTED]	Environmental Assessment Branch	March 30, 2023	<p>Good Afternoon Bradford Bypass Team,</p> <p>I am following up on the email below sent to the ministry for commenting on the Bradford Bypass Draft Groundwater Protection and Well Monitoring Plan.</p> <p>This was not shared with the Environmental Assessment Branch, I was wondering if the Bradford Bypass Team can confirm if there are any other files currently awaiting MECP comments?</p> <p>I believe we currently have this and the Stormwater Management Plan for review/commenting.</p> <p>Please let me know.</p> <p>Thanks,</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your email.</p> <p>At this time, only the Draft Stormwater Management Plan and Draft Groundwater Protection and Well Monitoring Plan have been submitted to MECP for review and comment.</p> <p>The distribution requirements of these reports are outlined in Ontario Regulation 697/21. A summary is provided below for further clarity:</p> <p><u>Stormwater Management Plan (S.22)</u></p> <ul style="list-style-type: none"> - The Draft Stormwater Management Plan was provided to the MECP on March 22, 2023 - The Final Stormwater Management Plan will be provided to the Director of MECP Environmental Assessment Branch once comments have been collected and considered. <p><u>Groundwater Protection and Well Monitoring Plan (S.23)</u></p> <ul style="list-style-type: none"> - The Draft Groundwater Protection and Well Monitoring Plan was sent to the Director of MECP Central Regional Office and the Director of MECP Conservation and Source Protection Branch on March 24, 2023. - The Final Groundwater Protection and Well Monitoring Plan will be provided to the Director of MECP Environmental Assessments Branch once comments have been collected and considered. <p><u>Noise Report (S.24)</u></p> <ul style="list-style-type: none"> - The Draft and Final Noise Report will be sent to the Director of the Ministry's Environmental Assessment Branch once prepared. <p>If you have any other questions or concerns, please let us know.</p> <p>Sincerely,</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
							The Bradford Bypass Project Team

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-GMWPP-02		To: Project Team From:	Email: Phone:	Well Depth	March 31, 2023	<p>hi my name is [REDACTED] my phone number is [REDACTED] I live at [REDACTED]</p> <p>[REDACTED] so I'm within the the impact area for the draft ground water protection and well modern monitoring plan I just wanted to offer that I measure my well depth probably ever G three to six months for probably a few years so if I could be any help in this study might be willing to share that information and it also be able to I'd be willing to participate in our well monitoring program is if there is one available so if you can give me a call back I'd appreciate it thank you very much and I'm on the [REDACTED] which is within that area there's also a key Wetland behind my house so I'm wondering if that would be included in the study okay thank you</p>	<p>[REDACTED] called on April 6, 2023</p> <p>[REDACTED] stated that he had been measuring the well on his property for years during the Spring and Fall.</p> <p>[REDACTED] said he would let the Project Team know if the information would be useful and asked for B. McCann's email.</p> <p>[REDACTED] stated their email is [REDACTED]</p> <p>Project Team Email Response:</p> <p>Hi [REDACTED]</p> <p>Thank you for your comments on the Bradford Bypass Draft Groundwater Protection and Well Monitoring Plan, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Would you be able to provide us with more information on how you have measured the water level within your well? Please provide the well details (type, depth, diameter) if you have them.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including-filing of the Final Environmental Impact Assessment Report and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p>

Groundwater Protection and Well Monitoring Plan Comment Tracker

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
							<p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-GMWPP-03	█	To: Project Team From: █	Email: █	Residential Water Well Testing and Monitoring	March 31, 2023	<p>Hello,</p> <p>I've just reviewed the Draft Groundwater Protection and Well Monitoring Plan posted on your website.</p> <p>I'm the owner and resident at █ and ours should be one of the residential wells on your map. It's hard to tell from the scale of the maps provided, but it appears it has been marked.</p> <p>I did not receive any previous survey by mail from AECOM as mentioned in the draft plan. Perhaps they are referring to flyers and letters inserted into our old rural mailboxes by a private employee, but our community has received mail via Canada Post community mailboxes for over 10 years, so they should be sending addressed letter mail if they expect us to receive, read, and respond to their written correspondence.</p> <p>Nonetheless, I want to ensure our well is included as one of those residential wells on the regular testing and monitoring list. I can provide access to an untreated raw outdoor water spigot for sampling purposes. I would like to receive written copies of baseline and ongoing test results to ensure our water supply is not being adversely affected.</p> <p>Thank you, █ -- █</p>	<p>Hello █</p> <p>Thank you for your comments on the Bradford Bypass Draft Groundwater Protection and Well Monitoring Plan, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The water well on your property was not included in the Draft Groundwater Protection and Well Monitoring Plan mapping as there was no record of the well on the available databases.</p> <p>You will be contacted during the next Detail Design phase of the project, so the Project Team can determine if they need to complete baseline water well survey on the well on your property.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including-filing of the Final Environmental Impact Assessment Report and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-GMWPP-04		To: Project Team From:	Phone: Email:	Discussion Call	April 3, 2023	<p>yes good afternoon my name is [REDACTED] and I would like to discuss the ground water protection and well monitoring plan and if someone could call me at area code [REDACTED] I would greatly appreciate it once again [REDACTED] and this is [REDACTED] thank you</p> <p>Thanks,</p>	<p>[REDACTED] called [REDACTED] on April 6, 2023</p> <p>[REDACTED] noted that they have a property on [REDACTED] which is south of the Study Area, and are concerned about impacts from the project to the well water on their property.</p> <p>[REDACTED] asked for their email and said the Project Team will get back to them</p> <p>[REDACTED] provided their email:</p> <p>Project Team Email Response:</p> <p>Hi [REDACTED]</p> <p>Thank you for your comments on the Bradford Bypass Draft Groundwater Protection and Well Monitoring Plan, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Given the distance between the proposed route of the Bradford Bypass and Line 6, there are no anticipated impacts to the well on your property at this time.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including-filing of the Final Environmental Impact Assessment Report and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p>

Groundwater Protection and Well Monitoring Plan Comment Tracker

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

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CT-GMWPP-05	█	To: Project Team From: █	Phone █ Email: █	Discussion Call	April 4, 2023	<p>hi my name is █ just calling in regards to the ground water Protection 1 we determine plants for the Bradford I'm one of the Residence on Bradford I live in a █ can you please give me a call at █ thank you</p> <p>Thanks,</p>	<p>█ called on April 6, 2023</p> <p>█ said he is one of the home owners on █ and inquired about the well monitoring process. █ asked if the Project Team will be drilling and if he should be concerned about the well on his property █</p> <p>█ said the Project Team will look into addressing his concerns via email and asked for the email</p> <p>█ provided his email:</p> <p>Project Team Email Response:</p> <p>Hello █</p> <p>Thank you for your comments on the Bradford Bypass Draft Groundwater Protection and Well Monitoring Plan, undertaken in accordance with Ontario Regulation 697/21.</p> <p>You will be contacted during the next Detail Design phase of the project, so the Project Team can determine if they need to complete baseline water well survey on the well on your property.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including-filing of the Final Environmental Impact Assessment Report and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p>

Groundwater Protection and Well Monitoring Plan Comment Tracker

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							<p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

Groundwater Protection and Well Monitoring Plan Comment Tracker

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-GMWPP-06		To: Project Team From: [REDACTED]	Email: [REDACTED]	Results Notification	April 7, 2023	<p>--- Name ---</p> <p>[REDACTED]</p> <p>--- Email ---</p> <p>[REDACTED]</p> <p>--- Comments and Questions ---</p> <p>I live at [REDACTED] [REDACTED]. My family is entirely reliant on water supplied from our well. Our property is slightly north of the area being proposed for ground water monitoring. I would like to be notified if there are any results from the monitored areas that would be cause for concern.</p> <p>Thanking you in advance, [REDACTED]</p>	<p>Hi [REDACTED]</p> <p>Thank you for your comments on the Bradford Bypass Draft Groundwater Protection and Well Monitoring Plan, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Given the distance between the proposed route of the Preliminary Design of the Bradford Bypass and [REDACTED], there are no anticipated impacts to the well on your property at this time.</p> <p>The Final Groundwater Protection and Well Monitoring Plan will be made available on the Project Website.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including-filing of the Final Environmental Impact Assessment Report and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

Groundwater Protection and Well Monitoring Plan Comment Tracker

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-GMWPP-06 Cont.	█	To: Project Team From: █ █	Email: █	Results Notification	April 10, 2023	<p>Project Team ... I have read the draft groundwater protection and well monitoring plan for the upcoming Bradford Bypass. I live slightly north of the proposed construction and my home relies on ground water provided from a drilled well on my property. While I'm outside of the current planned area where the ground water will be monitored, in the unlikely event that there are some test results that are of concern, I would like to request that I be promptly notified of these results.</p> <p>Thanking you in advance,</p> <p>█</p>	See response above in CT-GMWPP-06.

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-GMWPP-07	█	To: Project Team From: █	Email: █	Comments	April 13, 2023	<p>Good evening Project Team.</p> <p>Please forward the attached comments to █ █ Manager for the Bradford Bypass Project.</p> <p>Thank you. █</p>	<p>Hello █</p> <p>Thank you for your comments on the Bradford Bypass Draft Groundwater Protection and Well Monitoring Plan, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please see below the responses to your questions from April 13, 2023.</p> <p>1. From this writer's perspective, these reports should be mandatory, details "Plan". The use of the word "should" and "reports" in the Draft Plan provides no comfort to anyone relying on O.Reg. 697/21 that groundwater in the vicinity of the Bradford Bypass will actually receive any form of effective protection.</p> <p>As part of the Preliminary Design and in accordance with O. Reg. 697/21, the Ministry is still required to follow all relevant provincial and federal legislative requirements, standards, and practices as they apply to the design, construction, and operation of the project for environmental protection. This includes but is not limited to the Permits to Take Water (PTTW)/Environmental Activity and Sector Registry (EASR) Registration for Groundwater. Further details will be confirmed during subsequent Detail Design and Construction phases.</p> <p>In addition to surface water considerations, the ministry is evaluating potential impacts and will implement mitigation measures to avoid and minimize potential impacts to groundwater sources. The Project Team continues to actively consult with key agencies such as the LSRCA and NVCA as the study progresses.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry will continue to assess impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater</p>

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							<p>management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>2. My question to AECOM and MTO with respect to this very important issue is: what steps will you take to ensure that dewatering material (potentially contaminated water) will be disposed of properly rather than simply being dumped into a roadside ditch when presumably no-one is looking?</p> <p>Permits and approvals will be sought during subsequent Detail Design and Construction phases if required. Where construction dewatering volumes between 50,000 and 400,000 L/day are expected, filing of the project on Ministry of the Environment, Conservation and Parks (MECP's) Environmental Activity and Sector Registry (EASR) system is required in accordance with Ontario Regulation 63/16 (as amended). Where expected construction dewatering volumes that exceed 400,000 L/day, a PTTW (Category 3) will be required from MECP in accordance with Section 34 of the Ontario Water Resources Act (RSO, 1990). Permitting requirements will be determined during the subsequent Detail Design phase once the overall design is advanced to a level of detail that makes it appropriate to complete dewatering calculations for excavated areas.</p> <p>During Detail Design, a pre-construction groundwater sampling program shall be conducted for the groundwater monitoring wells located in the vicinity of the proposed dewatering locations (at least one well at one dewatering location) to confirm the groundwater quality in the areas. The collected groundwater samples have to be analyzed for general inorganic parameters (including total suspended solids (TSS) and turbidity), metals, hydrocarbons (F1 to F4 petroleum hydrocarbons, benzene, toluene, ethylbenzene, and xylene) and VOCs Based on the pre-construction groundwater</p>

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							<p>analytical results, there will be two anticipated options:</p> <p>Option 1:</p> <p>If the concentrations of the analyzed parameters in dewatering groundwater have been confirmed to be above the applicable standards (i.e., sewer by-law or Provincial Water Quality Objectives (PWQO)), the groundwater needs to be pre-treated prior to being re-used or discharged to the municipal sewer system (if one exists) or nearby drainage ditch. Onsite groundwater treatment may require operating a mobile groundwater treatment unit. The mobile groundwater treatment unit usually consists of a series of containers/tanks containing different types of treatment media, which are customized to remove specific contaminants identified in the groundwater.</p> <p>If the desired groundwater quality could not be met through the treatment processes, the collected water must be disposed properly off-site at an MECP approved facility by the Contractor.</p> <p>Option 2:</p> <p>If the treated groundwater meets the PWQO, the groundwater is recommended to be re-used on site for construction purposes (i.e., dust control etc.) as a water conservation measure. The excess groundwater may be discharged to the municipal sewer system (if one exists) or nearby drainage ditch. During Detail Design and Construction, erosion and sediment control measures and a groundwater monitoring program will be developed and implemented to maintain the environmental quality of the water discharged, both chemical parameters and physical parameters, meet the municipal sewer by-law (if discharged to the sewer), or the PWQO (if discharged to the natural environment), and the requirements provided in Ontario Regulation 387/04 and Ontario Regulation 63/16.</p>

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							<p>3. Please explain, given the nature of the surrounding ground, how berms will mitigate the effects of this salt runoff., While the issue of stormwater salt runoff will be addressed in your Preliminary Design Stormwater Management Plan, having not seen this plan and given the extreme permeability of the ground along the Bradford Bypass route, please explain in this plan how you intended to prevent the absorption of further salt into the ground water along either side of the highway once it is in operation. As this is the Lake Simcoe Basin, my understanding is that this alienated groundwater will eventually find its way into Lake Simcoe. This a deleterious substance that will, over tie, severely impact the health of fish and other wildlife in Lake Simcoe.</p> <p>Salt mitigation strategies are applied throughout the entire Bradford Bypass corridor. There are various ways to mitigate salt runoff impacts onto the Bradford Bypass. The first mitigation method is to prevent the source of the issue, which is snow or ice, entering into the corridor. This can be achieved through preventative measures such as landscaping and snowdrift mitigation techniques and practices (i.e., positioning plantings and features). This method promotes sustainable initiatives and requires consideration and input with respect to the development of landscaping plans used in conjunction with snowdrift technical input to identify and implement measures throughout the corridor for areas that are more prone to hazards such as snow. However, the preventative technique would not eliminate all snow entering the corridor and as a result, treatment would be necessary, as appropriate. The second mitigation method is to sustainably confine and treat stormwater runoff through the implementation of effective stormwater management plans. There are several measures that are proposed to be implemented to contain and</p>

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							<p>treat any stormwater runoff into the highway. Measures such as enhanced grass swales, rock flow check dams, flat bottom swales, stormwater management ponds, impermeable materials/ liners to name a few features that would be implemented for quantity and quality control.</p> <p>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. The MTO Salt Management Plan outlines salt management operational practices and strategies and Best Management Practices (BMP) in terms of equipment, best practices, materials, storage, testing, storm response, application rules, snow and ice control trainings, snow removal and disposal, and technology review. This includes implementing a balanced approach to the highway salt application based on the amount of snow precipitation and highway conditions.</p> <p>In areas that are particularly sensitive, salt management measures may be necessary to mitigate environmental effects of road salt in accordance with the study objectives utilizing the Code of Practice for Environmental Management of Road Salts released by Environment Canada. The Code of Practice for Environmental Management of Road Salts can be viewed here: https://www.canada.ca/en/environment-climate-change/services/pollutants/road-salts/code-practice-environmental-management.html.</p> <p>4. Please provide me with a copy of your Preliminary Design Stormwater Management Plan (AECOM, 2022C) or better yet, tell me where I can find it on the Bradford Bypass website.</p> <p>Please refer to the link below to access the Draft Stormwater Management Plan which was provided</p>

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							<p>to its O. Reg. 697/21 distribution list on March 22, 2023. https://we.tl/t-uIVwtxo2Tj</p> <p>5. Are there any wells close to the early works project currently being monitored, and if yes, do the resultant test reports indicate any negative impacts?</p> <p>Groundwater monitoring wells have been installed as part of the Early Works. The wells were installed with dataloggers prior to the construction initiating along with select residential water wells within the predicted zone of influence related to dewatering for Early Works at County Road 4. At the time of this response, there has been no negative impacts on the groundwater quality and quantity due to Early Works construction activities that the Project Team is aware of.</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Final Environmental Impact Assessment Report and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

Groundwater Protection and Well Monitoring Plan Comment Tracker

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CT-GMWPP-08	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Comments	April 12, 2023	<p>Good Morning Bradford Bypass Team,</p> <p>I hope you are doing well. I have recently been appointed to this project as [REDACTED] will be supporting another department for the next few months. I will be the direct point of contact for the MECP Environmental Assessments Branch for any future project updates.</p> <p>I have attached comments from our technical review of the Stormwater Management Plan and the Groundwater Protection and Well Monitoring Plan.</p> <p>There will be an additional review and comment made by our Source Protection Branch for the Stormwater Management Plan. As they are currently at capacity, I can not provide a set date, but it is scheduled to be reviewed as soon as possible. We are aiming to have these comments ready for your review by April 27, 2023.</p> <p>If you have any questions or comments please let me know.</p> <p>Thank you,</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your comments on the Bradford Bypass Draft Stormwater Management Plan and Draft Groundwater Protection and Well Monitoring Plan undertaken in accordance with Ontario Regulation 697/21. Please see the attached document for responses to your comments.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Final Environmental Impact Assessment Report and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-GMWPP-09		To: Project Team From:	Email:	Well Water Testing	May 10, 2023	Hello I am a home owner in the route area and would like my well to be a part of your well water testing. Thank you 	<p>Hello </p> <p>Thank you for your comments on the Bradford Bypass Draft Groundwater Protection and Well Monitoring Plan, undertaken in accordance with Ontario Regulation 697/21.</p> <p>You will be contacted during the next Detail Design phase of the project, so the Project Team can determine if they need to complete baseline water well survey on the well on your property.</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Final Environmental Impact Assessment Report and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

COMMENT RESPONSE FORM

Project: Bradford Bypass

Deliverable: Draft Groundwater Protection and Well Monitoring Plan (GMWPP) Highway 400 – Highway 404 Link (Bradford Bypass)". Prepared for Ontario Ministry of Transportation, and dated March 24, 2023 (referred to as 'the draft GMWPP')

Date: May 16, 2023

Comment No.	Section	Review Comment Received From:	Review Comment	AECOM Response	Edits Required?	Edits Made?	Comment Rejected?	Reason
1	General		The draft GMWPP considered Source Water Protection and identified Highly Vulnerable Aquifers, Well Head Protection Areas, Significant Groundwater Recharge Areas, water wells, waterbodies and watercourses that may directly or indirectly be affected from a groundwater perspective. Although it was referenced in the draft GMWPP that a hydrogeologic report of the study area was completed, no geologic or hydrogeologic information was provided. It is understood a detailed groundwater assessment will be completed once the freeway alignment is finalized during Detail Design.	AECOM has revised the GMWPP to refer to the Hydrogeology Data Report which contains preliminary geological and hydrogeological information. It is expected that the monitoring of all monitoring wells will continue during Detail Design. The future dewatering assessment will determine properties and areas needing additional monitoring during construction.	Yes	Yes	NA	NA
2	General		The draft GMWPP outlined a groundwater monitoring program for the project to be completed during pre-construction, during construction and post-construction. Details regarding the proposed groundwater quality sampling parameters, groundwater quantity and water level monitoring, along with dewatering effluent discharge, and proposed start date and frequency of monitoring wells were also provided. It was noted that seventeen (17) monitoring wells have been installed. It is unknown if the monitoring wells are sufficient and/or representative of the depth of excavations etc., since no geologic/hydrogeologic information or borehole logs of the completed monitoring wells were provided.	The Hydrogeology Assessment during Detail Design will confirm the monitoring wells installed are representative of the depth of excavation. The proposed Bradford Bypass design has changed since the monitoring wells were first installed; this reference will be added to Table 7.2.	Yes	Yes	NA	NA
3	General		There are numerous private wells in the area which could be affected depending on the depth, type and condition of the well. A water well survey was conducted and identified at least 260 wells within the study area and 24 domestic wells that could be either directly or indirectly affected from the proposed Link. The draft GMWPP noted that an initial door-to-door well survey was completed with minimal response with commitment to conduct a follow-up door-to-door well survey during Detail Design.	AECOM has committed, as listed in Table 7-2, that a follow-up door-to-door water well survey will be completed during Detail Design.	Yes	No	NA	NA
4	General		The proponent is aware that in the event site conditions require construction dewatering greater than 400,000 L/day a Permit to Take Water (PTTW) is required. Preliminary knowledge of the area suggests a PTTW would likely be required. To expedite the construction process, the proponent should consider initiating a pre-consultation with MECP hydrogeologists regarding the PTTW during Detail Design. As such, the MECP will likely be further involved during the Detail Design through the PTTW application process.	As per MTO's typical processes related to construction dewatering, once the dewatering calculations are completed in Detail Design and the need for a PTTW is confirmed the MECP will be contacted.	No	NA	NA	No Edit Required
5	General		The draft GMWPP noted groundwater quality could be impacted from potential spills during construction and from the long-term operation of the road. However, current quality impacts may also be attributed to existing and former land uses resulting from potential contaminating activities. Construction dewatering activities can exacerbate existing groundwater quality problems through the induced migration of contaminant plumes. Additional soil and groundwater sampling and chemical analysis may be required during Detailed Design to gain a better understanding of soil disposal and groundwater dewatering and treatment requirements.	AECOM agrees with the comment, further soil and groundwater sampling/analysis will be completed during Detail Design. No text edits are expected for the current draft of the GWMP.	No	NA	NA	No Edit Required
6	General		If the proposed project involves the transfer of ownership of a property, should a property or part of a property be currently known to be contaminated above applicable standards, the requirements of Ontario Regulation 153/04 (amended) may be applicable.	AECOM acknowledges comment. No text edits are expected for the current draft of the GWMP as property impacts/ownership is not covered in the GWMP.	No	NA	NA	No Edit Required
7	Table 7-2 GW-2.02		To be revised to include monitoring wells be sampled for hydrocarbons. In particular, F1 to F4 petroleum hydrocarbons, benzene, toluene,	AECOM has added the additional hydrocarbon analysis to Table 7-2 and the relevant report sections for consistency.	Yes	Yes	NA	NA

Comment No.	Section	Review Comment Received From:	Review Comment	AECOM Response	Edits Required?	Edits Made?	Comment Rejected?	Reason
			ethylbenzene and xylene as part of the pre-construction baseline monitoring program.					
8	Table 7-2 GW-3.03		To be revised to include the installation of dataloggers in select residential wells as part of the pre-construction monitoring to establish baseline conditions and usage with respect to fluctuating water levels	AECOM and MTO have confirmed the installation of data loggers in all monitoring wells installed by Golder/WSP will be completed in 2023. This will include all the collection of seasonal groundwater elevation trends.	Yes	No	NA	NA
9	Table 7-2 GW-3.04		To be revised to include that domestic water supply wells be sampled for hydrocarbons as part of the pre-construction baseline monitoring / door-to-door well survey to establish baseline conditions. In particular, F1 to F4 petroleum hydrocarbons, benzene, toluene, ethylbenzene and xylene.	AECOM has added the additional hydrocarbon analysis for future water well survey sampling to Table 7-2 and the relevant report sections for consistency.	Yes	Yes	NA	NA
10	Table 7-2 GW-4.02		To be revised to provide 'detailed calculations' regarding the calculated radius of influence at each source dewatering location, and not a 'summary'.	AECOM has revised GW-4.02 to state detailed calculation rather than a summary. This will be completed during Detail Design.	Yes	Yes	NA	NA
11	Table 7-2 GW-5.00		Table 7-2 be revised to include a commitment to identify former and current land uses to identify potential contaminating activities within the study area.	AECOM has revised GW 5.00 in Table 7.2 to reference the 2020 Contaminant Overview Study report that was completed and have included a commitment to identify former and current land uses to identify potential contaminating activities related to dewatering radius of influence with the Study Area.	Yes	Yes	NA	NA
12	Table 7-2 GW-5.00		Table 7-2 be revised to include monitoring wells be sampled for hydrocarbons. In particular, F1 to F4 petroleum hydrocarbons, benzene, toluene, ethylbenzene and xylene as part of the pre-construction baseline monitoring program.	AECOM has added the additional hydrocarbon analysis to Table 7-2 and the relevant report sections for consistency.	Yes	Yes	NA	NA
13	Table 7-2 GW-10.0		Table 7-2 be revised to include a Complaint Protocol which identifies as a minimum, but is not limited to, submission of complaints both during construction and operation of Highway 413. From a groundwater perspective, to ensure that all well quality and quantity complaints are addressed, recorded and handled in an expeditious and effective manner. This should include, but not be limited to, response time frame, contact staff and contact information etc.	AECOM has adjusted the text as requested above to Table 7-2 and the relevant report sections for consistency related to the Complaint Protocol which identifies as a minimum, but is not limited to, submission of complaints both during construction and operation of the Bradford Bypass.	Yes	Yes	NA	NA
14	Figures		Figures 2a to 2e and 3a to 3e should be revised to include the locations of all constructed monitoring wells.	AECOM has revised all mapping to show the existing monitoring well locations.	Yes	Yes	NA	NA

From: projectteam@bradfordbypass.ca
Sent: November 14, 2023 12:02 PM
To: 'O'Neill, Kathleen (MECP)'
Cc: 'Ma, WanChi (MTO)'; 'Alex.MacLean@ontario.ca'; 'Lariviere, Rebecca (MTO)'; 'Lee, Jordan (MTO)'; Sorochinsky, Tim; Sheikh, Riyaz; Hyder, Mir; Docherty, Emma; Atherton, Madeleine; Scott, Christopher
Subject: Bradford Bypass Project - Final Groundwater Protection and Well Monitoring Plan
Attachments: RPT_GMWPP_BBP_60636190_2023-11-02_redacted.pdf

Hello Kathleen O'Neill,

In accordance with Section 23 of Ontario Regulation 697/21, AECOM has prepared the Final Groundwater Protection Well Monitoring Plan for the Bradford Bypass Project. As the Director of the Ministry of Environment, Conservation and Parks - Environmental Assessment Branch, please find attached the Final Groundwater Protection and Well Monitoring Plan in accordance of Section 23 (5).

The report will also be published to the Project Website (<https://www.bradfordbypass.ca/>) in accordance with Section 23 (6).

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.

Draft Noise Report - Consultation Record

Comment #	Section #	Ministry of the Environment, Conservation and Parks Comments	Project Team Response	Edits Required to EIR? (Yes/No)
Comments on the Draft Noise Impact Assessment Report				
1.	Section 4.1	<p>TNM 2.5 was used in the noise predictions. This software was superseded by a newer version (TNM 3.1). Therefore, the noise predictions should be re-calculated using the newer version TNM 3.1.</p>	<p>The Project Team acknowledges that a newer versions of the noise modelling software TNM exist (TNM 3.0 and 3.1)</p> <p>The use of TNM 2.5 is consistent with the Environmental Guide for Noise (MTO, 2022).</p> <p>In addition, TNM 2.5 has not been superseded by TNM 3.0 or 3.1. The United States Federal Highways Administration (FHWA) provides the prediction model software; FHWA currently authorizes TNM 2.5 and requires its use on Federal projects in the United States.</p> <p>The Project Team did perform a conformance calculation which was appended in the Draft Noise Impact Assessment Report. The calculation demonstrated that the results of TNM 2.5 and TNM 3.1 would be comparable within this project.</p> <p>Furthermore, use of TNM 3.0 or later introduces practical risks, as the program is prone to glitches and crashing.</p>	No
2.	Section 2.1.1.1	<p>Minimum background noise levels for day assessments in Section 2.1.1.1 are listed as follows: Class 1: 50 dBA Class 2: 45 dBA Class 3: 40 dBA.</p> <p>These levels should be changed to: Class 1: 55 dBA (day) / 50 dBA (night) Class 2: 50 dBA (day) / 45 dBA (night) Class 3: 45 dBA (day) / 40 dBA (night)</p> <p>The first group of minimum background noise levels pertains to stationary sources while the second group of minimum background noise levels pertains to transportation sources. This project involves transportation sources (no stationary sources are involved).</p>	<p>We have used the lower noise level limits consistent with the Environmental Guide for Noise (MTO, 2022) and as the basis for completing the most conservative approach to understanding potential noise impacts.</p>	No
3.	Throughout	<p>In the following tables:</p> <p>4.2, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9, 5.10, 5.11, 5.12, 5.13, 5.14, 5.15, 5.16, 5.17, 5.18, 5.19, 5.20, 5.21, 5.22, 5.23, 5.24, 5.25, 5.26, 5.27 and 5.28;</p> <p>the predicted LEQ levels (dBA) were based on 24 hours, i.e.(LEQ 24). The assessment should be based on 16 hours relating to the following times: 7:00 am to 11:00 pm, i.e.(LEQ 16) at the Outdoor Living Area (OLA). As well as on 8 hours relating to the following times: 11:00 pm to</p>	<p>The use of $LEQ8$ (night) and Plane of Window are described in NPC-300 part C for land use planning authorities, whereas the use of $LEQ24$ and Outdoor Living Area (OLA) are consistent with the Environmental Guide for Noise (MTO, 2022).</p> <p>The point of assessment was the OLA in accordance with the MTO Environmental Guide for Noise (MTO, 2022), and standard practices previously approved by MECP for assessment of roadway improvements/capital works EAs.</p>	No

Comment #	Section #	Ministry of the Environment, Conservation and Parks Comments	Project Team Response	Edits Required to EIR? (Yes/No)
		7:00 am (i.e. LEQ 8) at the Plane of Window (POW). Therefore, all the above listed tables should be adjusted to list LEQ 16 day / LEQ 8 night (not LEQ 24).	Per the MTO Environmental Guide for Noise, traffic volumes for freeways are to be based on 24-hour volumes. The resulting descriptor is Leq24.	

From: projectteam@bradfordbypass.ca
Sent: November 14, 2023 12:02 PM
To: 'O'Neill, Kathleen (MECP)'
Cc: 'Ma, WanChi (MTO)'; 'Alex.MacLean@ontario.ca'; 'Lariviere, Rebecca (MTO)'; 'Lee, Jordan (MTO)'; Sorochinsky, Tim; Sheikh, Riyaz; Hyder, Mir; Docherty, Emma; Atherton, Madeleine; Scott, Christopher
Subject: Bradford Bypass Project - Final Noise Report
Attachments: 2023-09-25-BBP_Traffic Noise Report.pdf

Dear Kathleen O'Neill,

In accordance with Section 24 of Ontario Regulation 697/21, AECOM has prepared the Final Noise Report for the Bradford Bypass Project. As the Director of the Ministry of Environment, Conservation and Parks - Environmental Assessment Branch, please find attached the Final Noise Report in accordance with Section 24 (4) of Ontario Regulation 697/21.

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


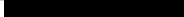
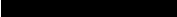
You are receiving this email because you have contacted the Bradford Bypass Project Team and/or are on the contact list for the Bradford Bypass Preliminary Design Study. At any time, you may unsubscribe or update your contact information by emailing projectteam@bradfordbypass.ca.

**Draft Environmental Impact
Assessment Report - Consultation
Record**

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-DraftEIAR-01	[REDACTED]	To: Project Team From: [REDACTED] [REDACTED]	Email: [REDACTED] [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED] Can you please remove me from all future correspondence and include Chris Strand (cc'd) moving forward. Thank you, [REDACTED]	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Contact List has been updated to reflect these changes.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

Draft EIAR Comment Tracker

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-DraftEIAR-02	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR Report	May 25, 2023	Good morning, Please provide me with an electronic copy of the report. Kind regards, [REDACTED]	<i>Response Draft in CT-DraftEIAR-02 Cont.</i>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-DraftEIAR-02 Cont.		To: Project Team From: 	Email: 	Draft EIAR Report	May 29, 2023	Hello, I am following up on the below request. 	<i>Response Draft in CT-DraftEIAR-02 Cont.</i>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-DraftEIAR-02 Cont.	█	To: Project Team From: █ █ █	Email: █	Air Dispersion Model	June 1, 2023	<p>Hello, can you please provide me with the air dispersion modeling discussed beginning on p.344 of the Draft Environmental Impact Assessment Report?</p> <p>In addition to the air dispersion modelling report, I would like all reports and summaries of how the emissions inventory was developed. The Draft EIAR simply says that MOVES3 was used, but MOVES3 is not a description of a vehicle inventory, however MOVES3 is not a specific vehicle inventory. The MOVES3 guidance states that "it is important to run MOVES for the specific case using accurate local inputs." What local inputs were used for MOVES3? MOVES3 is also based on American emissions standards, was it modified to reflect Canadian emissions standards? What assumptions were used about the proportion of diesel heavy trucks using the Bradford Bypass? Electric vehicles? SUVs and light trucks?</p> <p>Kind regards, █</p>	<p>Hi █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The air quality assessment was completed using the CAL3QHCR model and MOVES3.0 which is consistent with the approach outlined within the "Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects" ("MTO Air Quality Guideline").</p> <p>While both these models were developed in the United States of America, the project assessment includes considerations that reflect local Study Area conditions. For example, modelling input data included:</p> <ol style="list-style-type: none"> 1. Vehicle Types: Database inputs reflecting vehicle types including passenger vehicles (motorcycles, cars, and trucks); light, medium and heavy commercial trucks; buses (intercity, transit, and school); and other vehicle types such as refuse trucks and motor homes 2. Fuel Types: Fuel types considered include diesel, gasoline, electricity, compressed natural gas (for transit buses only), and types not used in Canada / Ontario (e.g. E-85 (ethanol-based fuels)) were excluded from assessment. 3. Traffic volumes: Actual traffic data from the Study Area for the existing conditions year 2019; COVID-19 traffic influences on today's traffic conditions are excluded. 4. Traffic movements: vehicle distributions were based on traffic data gathered in 2018 and 2013 and using actual posted speed limits.

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
							<p>Further details regarding the assessment methodology, modelling inputs and results are available in Section 5.2.4 of the Draft Environmental Impact Assessment Report.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-DraftEIAR-03	[REDACTED]	To: Project Team From: [REDACTED] [REDACTED] [REDACTED]	Email: [REDACTED]	Draft EIAR	May 25, 2023	Aaniin gakina awiia, Chi miigwech for the update on the Bradford Bypass. If I have any questions or concerns, I will not hesitate to contact your office. Gichi manaadendamowin [REDACTED]	No response required.

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-DraftEIA-04	█	To: Project Team From: █	Email: █	Contact List	May 25, 2023	Not sure why I received this e-mail twice. █	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We apologize for the two emails. The Project Contact List has been adjusted so this will not occur in the future.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-DraftEIAR-05	[REDACTED]	To: Project Team From: [REDACTED] [REDACTED]	Email: [REDACTED]	Update Contact List	May 25, 2023	<p>Hello Project Team,</p> <p>Please remove me from your distribution e-mail list and add my colleague [REDACTED] as I have moved to another role within [REDACTED]</p> <p>Thank you kindly, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Contact List has been updated to reflect these changes.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-DraftEIAI-06	[REDACTED]	To: Project Team From: [REDACTED] [REDACTED] [REDACTED]	Email: [REDACTED]	Update Contact List	May 25, 2023	You need to add me to this email list. I am the point of contact for Georgina Island First Nation. [REDACTED]	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Contact List has been updated to reflect that you are the point of contact for [REDACTED]</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-DraftEIAR-07	████	To: Project Team From: ██████████	Email: ██████████	Project Support	May 25, 2023	Thank You now lets get some shovels in the ground...We need this highway... ██████████	<p>Hi ██████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your support.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-DraftEIA-08	█	To: Project Team From: █	Email: █	Update contact list	May 25, 2023	<p>Good Afternoon,</p> <p>Please add me to all future emails relating to this project, including any project meeting invites with █ staff.</p> <p>Thanks,</p> <p>█</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Final Environmental Impact Assessment Report (EIA) and other updates for this study including any meetings with the █ staff.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>


Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-DraftEIAI-09	█	To: Project Team From: █	Email: █	Interchange	May 25, 2023	Hello What are the plans for the By Pass where it crosses Artesian Drive in Bradford? Will there be an intersection, or bridge? █	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Artesian Industrial Parkway will be maintained in its existing two-lane configuration, which includes one lane in each direction. The Bradford Bypass will cross over this road on a bridge and there will not be an interchange at this location.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-DraftEIAR-10	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Update Contact List	May 25, 2023	<p>Thank you for your email, it is important to us. [REDACTED] is no longer with [REDACTED] and can no longer answer your email. Please direct your inquiries to [REDACTED] he will be happy to assist you. Please note that your email will be forwarded automatically, and he will respond accordingly.</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Contact List has been updated to reflect these changes.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>


Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-DraftEIAR-11	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Project Opposition	May 25, 2023	<p>Please read and consider the attached letters from Ontario children about the proposed destruction of their environment.</p> <p>Thank you.</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team acknowledges the letters that your students have shared.</p> <p>For your reference, the Draft Environmental Impact Assessment Report (EIAR) is currently available on the website: https://www.bradfordbypass.ca/study-process/</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-DraftEIA-12	█	To: Project Team From: █	Email: █	Interchange Locations	May 25, 2023	<p>Good Afternoon:</p> <p>I had sent previous inquiries with respect to the SR 10 Interchange and have yet to receive a reply. Is there a preferred option? We had expressed a preference for Option 2.</p> <p>Look forward to a reply.</p> <p>Regards, █</p>	<p><i>Response drafted in April CRF.</i></p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-DraftEIAR-13	█	To: Project Team From: █	Email: █	Interview Request	May 25, 2023	<p>Good morning,</p> <p>Thank you for this. Will someone be available this afternoon for a brief, pre-recorded, telephone interview to talk about the assessment report ?</p> <p>Thank you, █</p>	<p>Hello █</p> <p>Please kindly forward your request to █</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-DraftEIAR-13	█	To: Project Team From: █	Email: █ █	Townhall Events	May 26, 2023	<p>Dear Bypass project team members,</p> <p>I hope this finds you well. We invite you to join us to learn about the Bradford Bypass at any of our three Townhalls, and to hear live questions from residents. Details are below. RSVPs to this email would be appreciated.</p> <p>The Bradford Bypass Townhalls</p> <p>A transparent reconsideration of the route</p>  <p>BRADFORD: Sunday June 4th, 4 – 6 PM Bradford & District Memorial Community Centre, (Old Community Centre) 125 Simcoe Road, Bradford – Auditorium Room upstairs</p> <p>SUTTON Sunday June 11th, 3 PM – 5 PM The Link, 20849 Dalton Road, Sutton.</p> <p>EAST GWILLIMBURY Tuesday June 20th, 6 – 8 PM Holland Landing Public Library, Trillium Room, 19513 Yonge Street, Holland Landing.</p>	<p>Hello █</p> <p>Thank you for the invitation to the Rescue Lake Simcoe Coalition Town Hall events to discuss the Bradford Bypass. The Bradford Bypass Project Team will not be attending but would like to offer the information below for the events.</p> <p>The Ministry of Transportation will be publishing the Draft Environmental Impact Assessment Report (EIAR) on the project website on Thursday, June 1, 2023 as noted in the Ontario Government Notice published on May 25, 2023 (https://www.bradfordbypass.ca/wp-content/uploads/2023/05/OGN_BBPP_Draft-EIAR_2023-05-11_FINAL.pdf). The Draft EIAR documents the evaluation of alternatives considered for this project, presents the Updated Technically Preferred Route, and documents the environmental impacts, proposed mitigation measures and environmental commitments. A summary of consultation activities is included in the Draft EIAR.</p> <p>The Draft EIAR will be available for review and comment on the project website from June 1 to June 30, 2023 and comments and feedback can be provided to the ministry via the Project Website, email or by telephone.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>

Draft EIA Comment Tracker


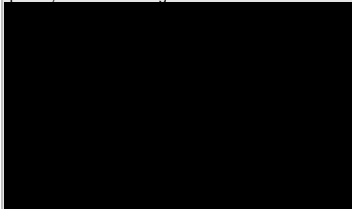
Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
						<p>Community groups are hosting events at which we will share information to answer the above. Please bring your questions!</p> <p>Walk ins welcome, but if you want to get on a list for email reminders, please add your information to this secure form: https://forms.gle/12RDtBoXchv7aXR49</p> <p>Hosted by FROGS, Simcoe County Greenbelt Coalition, Rescue Lake Simcoe Coalition & volunteers.</p> 	

Draft EIAI Comment Tracker

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-DraftEIAI-13 Cont.	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Townhall Events	May 30, 2023	Hi there, Thanks for the email. I think you folks should come. It will look bad if you don't. You don't need to say anything but we do want you to hear. Just a nudge. Best, [REDACTED] [REDACTED]	<i>No response required.</i>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-DraftEIAR-14	█	To: Project Team From: █	Email: █	Project Support	May 26, 2023	Thank you for the update and the very best of luck and success on this much needed project. █	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges and appreciates your continued support for the Bradford Bypass.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-DraftEIA-15	█	To: Project Team From: █ █	Email: █	Project Update	May 26, 2023	<p>Good day,</p> <p>I have tried to participate in this process both during past project launches as well as the current.</p> <p>The crux of my participation lies in the fact that I live in the most significant settlement along the proposed route. As such, I am hoping specific allowances are going to be made to (vegetatively), buffer residents as well as considerations to other mitigating measures such as canyoning bypass in the █</p> <p>I've tried to follow the protocols in communicating on all occasions over the past decades. I recently seen a <i>handful of residents</i> gathering significant steam to request a revision to route down the road, and they have approached the media to broadcast their message.</p> <p>I have provided painstaking detail on the emails I have sent through this address, to this initiative since its first project launch over a decade ago.</p> <p>I hope to ask for a response with reciprocating detail as to what, if any, of the proposed suggestions have been integrated into helping to preserve and propagate the environment, wildlife, and settlement integrity along the yellow outlined area (please see attached).</p> <p>Thus far, I have only received canned responses with links to massive documents which point to installing industry standard mitigation measures when there lies an opportunity for more.</p> <p>Could you please provide in layman's terms what will be instituted along this settlement this regard so I can be clear on this.</p> <p>Thank you.</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Team acknowledges your concerns.</p> <p>At this time, 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. Once the project enters the Detail Design phase, impacts will be reconfirmed and a final determination of proposed mitigation measures will be made (including exact locations of highway features, landscape plantings, etc.)</p> <p>As part of the project, the Ministry of Transportation (MTO) has undertaken 15 environmental studies to 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. To view the full list of environmental studies being conducted, please visit the Project Website at the following link: https://www.bradfordbypass.ca/overview/.</p> <p>Natural environmental studies have been completed to document and assess existing natural environment features, outline the preliminary description of potential impacts of the project on the natural environment and outline a description of potential measures to mitigate those impacts. Examples of the natural environment studies include terrestrial ecosystems, fish and fish habitat, and stormwater and drainage.</p> <p>The Preliminary Landscape Conceptual Plan has been completed to identify and assess impacts and mitigation on various landscape features. The Preliminary Landscape Conceptual Plan also includes commitments to future work and has been summarized in the Draft Environmental Impact</p>

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							<p>Assessment Report (EIA), as per O. Reg. 697/21. Commitments and required permits and approvals identified in the Plan will be carried forward to Detail Design and construction.</p> <p>The landscaping restoration treatments proposed at the County Road 4 interchange and within the area you circled are shown on the image below. and the treatments include roadside seed mixtures, enhanced interchange plantings, meadows/thickets, wetlands, swamps and marshes, watercourse treatments and culvert treatments. Given the proximity of nearby residential areas, the Preliminary Landscaping Composition Plan at County Road 4 interchange also includes landscape visual screenings, wind and snowdrift screening, landscape treatment at stormwater management ponds, and enhanced grass swales.</p>  <p>Further details on the Preliminary Landscape Conceptual Plan can be found in Section 2.2.9 and Figure 5-4 of the Draft EIA.</p> <p>A noise assessment was completed and the results and recommended mitigation measures are summarized in Section 5.2.3 of the Draft EIA.</p> <p>The Draft EIA can be found on the Project Website from this link:</p> <p>STUDY PROCESS – BRADFORD BYPASS</p>

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							<p>The Draft EIAR is available for review and comment on the project website from June 1 to June 30, 2023 and comments and feedback can be provided to the ministry via the Project Website, email or by telephone.</p> <p>For further information on the County Road 4 Early Works, refer to Section 1.2.3.1 of the Draft EIAR, the Final County Road 4 Early Works Report and Final County Road 4 Early Works Report Addendum available on the Project Website (https://www.bradfordbypass.ca/early-works/).</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

Draft EIAIAR Comment Tracker

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CT-DraftEIAIAR-15 Cont.	█	To: Project Team From: █ █	Email: █	Project Update	June 6, 2023	Good afternoon, I was wondering if anyone had a chance to review my email from 11 days ago? Thank you. █	<i>Response drafted above.</i>

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CT-DraftEIAR-16	█	To: Project Team From: █	Email: █	New Stakeholder Comment Form Entry	May 26, 2023	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>█</p> <p>--- Email ---</p> <p>█</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>N/A</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Final Environmental Impact Assessment Report and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-DraftEIAR-17	[REDACTED]	To: Project Team From: [REDACTED] [REDACTED]	Email: [REDACTED]	Updated Contact List	May 26, 2023	<p>Good afternoon Project team,</p> <p>Please see the attached amendments to the circulation group for [REDACTED]</p> <p>Have a great weekend!</p> <p>Thank you, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have made the requested amendments to the contact information for [REDACTED] on the Project Contact List.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-DraftEIAR-18	█	To: Project Team From: █	Email: █	Draft EIAR	May 30, 2023	<p>Hello,</p> <p>I wanted to confirm if the environmental assessment (available June 1-30) will be sent to this email listserv?</p> <p>Thank you, █</p>	<p>Hello █</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Draft Environmental Impact Assessment Report (EIAR) can be found on the Project Website from this link: STUDY PROCESS – BRADFORD BYPASS</p> <p>The Draft EIAR is available for review and comment on the project website from June 1 to June 30, 2023 and comments and feedback can be provided to the ministry via the Project Website, email or by telephone.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-DraftEIAR-19	[REDACTED]	To: Project Team From: [REDACTED] [REDACTED]	Email: [REDACTED]	Contact List	May 31, 2023	Kindly make the following corrections to your distribution list: Replace [REDACTED] with [REDACTED] Replace [REDACTED] with [REDACTED] Thank you, [REDACTED]	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have made the requested amendments to the contact information for [REDACTED] on the Project Contact List.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

Draft EIA Comment Tracker

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CT-DraftEIA-20	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIA Access	June 1, 2023	<p>Gentlemen:</p> <p>I've just downloaded your draft Impact Assessment Report and note that you have placed restrictions on it including printing.</p> <p>This is a very extensive document. With these restrictions, it is impossible for me to properly review and analyze it. Could you please give me access to a version that allows printing.</p> <p>I need to be able to bookmark pages and add comments to these pages. That is the only way I will be able to provide my comments concerning this critically important document. Please note: my residence is within the study area. My ability to provide comments on this most important report should not be restricted by you.</p> <p>Thank you.</p> <p>[REDACTED]</p>	<p><i>Response below and has been sent.</i></p>

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CT- DraftEIAR -20 Cont.	██████	To: Project Team From: ██████	Email: ████████████████	Draft EIAR Access	June 1, 2023	Agreed! This is not helpful! I am having challenges taking notes etc too. Please provide a copy that people can cut and paste from at the VERY least! ██████████	<p>Hello ██████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>A version of the Draft Environmental Impact Assessment Report (EIAR) that can be printed can be downloaded at the following link:</p> <p>https://we.tl/t-q25r2MCi5E</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>

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CT-DraftEIAR-21	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 2, 2023	The report is not there [REDACTED]	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Draft Environmental Impact Assessment Report (EIAR) can be found on the Project Website from this link: https://www.bradfordbypass.ca/study-process/</p> <p>The Draft EIAR is available for review and comment on the project website from June 1 to June 30, 2023 and comments and feedback can be provided to the ministry via the Project Website, email or by telephone.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>

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CT-DraftEIAR-22		To: Project Team From:	Email:	Project Alternatives	June 3, 2023	<p>I do not understand the rationale at all for this venture.</p> <p>The 404 north is a mess from the 401 to at least up to Green Lane in the afternoon going north and is just as much of a mess going south in the morning.</p> <p>Three Questions I would like the team to answer as soon as possible.</p> <ol style="list-style-type: none"> 1. Why are you adding more traffic to a highway already overloaded. 2. Why has construction been going on for several years on the 404 north and nothing is happening? 3. Why would you not consider building a road beside the 407 that was free or use your money to buy the 407 and get a few trucks off the 401? 	<p>Hello</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please find below the Project Team's responses to your questions.</p> <p>1. Why are you adding more traffic to a highway already overloaded?</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH).</p> <p>The Bradford Bypass has been proposed as a response to this dramatic growth in population and travel demand in the area, including the forecasted increase in congestion on key east-west roadways linking Highway 400 to Highway 404. The proposed location for the Bradford Bypass was also identified in A Place to Grow: Growth Plan for the greater Golden Horseshoe (2020).</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404.</p> <p>2. Why has construction been going for several years on the 404 north and nothing is happening?</p> <p>The Highway 404 work to the north of Major Mackenzie was completed in 2021, and minor upgrade work has since been completed in the area. The Highway 404 expansion south of Major Mackenzie has been ongoing since 2019, and is expected to be completed in 2023.</p>

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							<p>3. Why would you not consider building beside the 407 that was free or use your money to buy the 407 and get a few trucks off the 401?</p> <p>As noted, the purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404. Specifically, the purpose is to alleviate congestion within the Study Area.</p> <p>Highway 407 is located too far south to provide an alternate east-west connection for traffic within the Study Area.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-DraftEIAR-23	[REDACTED]	To: Project Team email From: [REDACTED] [REDACTED] [REDACTED]	Email	10 th Sideroad Interchange	May 31, 2023	<p>To the Bradford ByPass engineering team. Attached are documents and information which our neighbourhood would like to have addressed to minimize the impact of the 10th sideroad interchange on our neighborhood.</p> <p>Please let us know how you will address our concerns. Thx [REDACTED]</p>	See response in CT-DraftEIAR-23 Cont. below.

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CT- DraftEIAR -23 cont.	█	To: Project Team From: █ █ █ █	Email: █	Proposed 10 th Sideroad Interchange	May 23, 2023	<p>At its meeting of May 16, 2023, council received a presentation from several residents living in close proximity to the north-east quadrant of the proposed Sideroad 10 Interchange with the Highway 400 –404 Link. They cited concerns with the preferred design for the interchange, particularly with respect to the required land takings and potential for noise, dust and impacts on local traffic patterns.</p> <p>In response to a request from the group, council passed the following resolution:</p> <p><i>"Resolution 2023-169 Moved by: Deputy Mayor Sandhu Seconded by: Councillor Harper That the deputation from Brent Fellman, Audrey Tucker and Hank Asemgeest regarding the Bradford Bypass Interchange be received; and</i></p> <p><i>That Council authorize the Mayor to provide correspondence to the provincial Bradford Bypass Team requesting that the interchange at Sideroad 10 be reviewed to consider an alternative design. CARRIED."</i></p> <p>Further to the resolution and on behalf of council, I request that MTO consider alternative designs for the interchange such that the concerns expressed above can be addressed.</p> <p>Council remains fully supportive of the interchange in this location and its worth noting that the residents group is also supportive in principle –they have simply requested that the design be reconsidered. Any assistance you can provide in this regard would be appreciated.</p> <p>Please feel free to contact █ █, if you require any</p>	See response in CT-DraftEIAR-23 Cont. below.

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						<p>additional information on this matter.</p> <p>Yours Truly,</p> <p>[REDACTED]</p>	

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CT- DraftEIAR -23 Cont.	█	To: Project Team From: █	Email: █	10 th Sideroad Interchange Concerns	May 31, 2023	<p>To the Bradford ByPass engineering team.</p> <p>My name is █ and I have expressed concerns about the Interchange at the 10th sideroad and the Bradford ByPass. Recently, our neighbourhood has joined together to present a unified concern to have this Interchange reviewed so that the design does not encroach so much on our neighbourhood. We made a presentation to the Bradford WG Council and they support this review. Attached is the letter from █. Also attached is the presentation we made to the Council. We ask that the design be reviewed to minimize the impacts to the local residents.</p> <p>We gave alternate ramp designs and ideas to reduce noise, vibration, and visual improvement. Please consider the changes and let us know what alterations are being completed to address our concerns.</p> <p>Thank you</p> <p>█</p>	<p>Hello Brent,</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>In the Ministry's previous feasibility assessment,, nine interchange locations were evaluated along the Bradford Bypass corridor. The 10th Sideroad interchange was determined to be feasible and an evaluation of interchange considerations was completed. A Parclo A4 configuration was identified as the preferred interchange for 10th Sideroad as it can accommodate the highest capacity and provides the greatest safety over the other configurations considered.</p> <p>Public feedback was collected by the Bradford Bypass Project Team at the Preliminary Design Interchange Considerations Consultation event via the Project Website from May to April 2022. All feedback was considered and the preferred configuration of the 10th Sideroad interchange was presented on November 24th, 2022 at the Public Information Centre (PIC) #2. Materials from the Preliminary Design Interchange Considerations Consultation Event and PIC #2 are available on the Project Website: https://www.bradfordbypass.ca/pic/</p> <p>Thank you for the information shared with the █ council. We have received a copy of the resolution passed by Council at the May 16, 2023 Council meeting and are committed to continuing to work with █ to consider the concerns raised by the local residents. Further review of the design configuration of the 10th Sideroad interchange is ongoing.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free</p>

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							<p>at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-DraftEIAR-24	████	To: Project Team From: ██████████	Email: ██████████	Draft EIAR Publication	June 1, 2023	<p>Hi Bradford Bypass Project Team,</p> <p>I checked your Bradford Bypass Project website this morning for the Environmental Impact Assessment Report which was supposed to be made available on your website for public review from June 1st to June 30th but I see that only the Appendices are posted. Can you please clarify when the full Environmental Impact Assessment Report will be made available on your website?</p> <p>Thanks</p> <p>████</p>	<p><i>Response drafted in CT-DraftEIAR-24 Cont. below.</i></p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
CT-DraftEIAR-25	████	To: Project Team From: ██████████	Email: ██████████	Draft EIAR Publication	June 1, 2023	Hi there – I noticed the Environmental Impact Assessment Report was just posted so you can disregard my email Thank you ████	<p>Hello ██████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-DraftEIA-26		To: Project Team From:	Phone	Property Vegetation	June 1, 2023	<p>hi there my name is [REDACTED] shop my number is [REDACTED] we lease the [REDACTED] on [REDACTED]</p> <p>[REDACTED] wanted to talk to somebody about one the weeds that are growing on the property that was bought and possibly to a farm lease for it until I guess develops nobody has farmed it in a year now and the weeds are out of control so I just somebody could call me back [REDACTED] thank you</p> <p>Thanks</p>	<p>[REDACTED] called [REDACTED] on June 7, 2023 and asked for greater details on [REDACTED] concerns</p> <p>[REDACTED] left a voice mail message requesting [REDACTED] call him back</p> <p>[REDACTED] stated that he is across the street from a farm with a lot of weeds that is not currently owned and has weeds blowing onto his farms. He would like to be hired to farm it or that we would lease it to him so he could clear the weed.</p> <p>One of his neighbours stated they had dealings with [REDACTED]</p> <p>[REDACTED] asked to confirm the address.</p> <p>[REDACTED] said he the property in question is on [REDACTED] is the address.</p> <p>[REDACTED] said he would follow up and asked for [REDACTED]</p> <p>[REDACTED] said [REDACTED] said there was a process to get the lease of the [REDACTED] property and that he would begin the process.</p> <p>[REDACTED] asked to confirm that [REDACTED]</p> <p>[REDACTED] asked when construction would start.</p> <p>[REDACTED] stated the project is still in the Preliminary Design phase and there will not be a construction timeline until a later time.</p> <p>[REDACTED] offered his services for clearing weeds on other properties should the need arise.</p> <p>[REDACTED] stated he will add [REDACTED] to the Project Contact List so he can stay informed.</p>

Reference #	Assigned to:	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	PROJECT TEAM RESPONSE
							<p>██████████ has reached out to ██████████ for further discussion.</p> <hr/> <p>Hello ██████████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Following the call on June 7th, 2023, the MTO Property Team will be in touch with you for further discussion.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT_Draft EIAR_27	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	EIAR	2023-06-05	<p>Project Team</p> <p>We have downloaded the June 1,2023 Report. Why is it encrypted so we can't we print any of the pages?</p> <p>We have sent previous emails and comments that included a preference for the Alternative 2 Interchange on SR 10 and have had no reply. The June 1,2023 report has Alternative 1 as the preferred interchange. We can't see the benefit outweighing the cost of a full interchange. Interphase owns the SW lands at the interchange location.</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>A version of the Draft Environmental Impact Assessment Report (EIAR) that can be printed can be downloaded at the following link: https://we.tl/t-q25r2MCt5F</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>

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CT_Draft EIAR_28	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Website link	June 6, 2023	Link does not work on the website	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>[REDACTED] Environmental Impact Assessment Report (EIAR) found on the Project Website from this link:</p> <p>STUDY PROCESS – BRADFORD BYPASS</p> <p>[REDACTED] available for review and comment on the project website from June 1 to June 30, 2023 and comments and feedback can be provided to the ministry via the Project Website, email or by telephone.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>

Draft EIAR Comment Tracker

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CT_Draft EIAR_29	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 6 2023	Please send me a link to the Bradford By Pass Draft Environmental Impact Assessment Report. I cannot find it on the website. Thank you	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Draft Environmental Impact Assessment Report (EIAR) can be found on the Project Website from this link:</p> <p>STUDY PROCESS – BRADFORD BYPASS</p> <p>The Draft EIAR is available for review and comment on the project website from June 1 to June 30, 2023 and comments and feedback can be provided to the ministry via the Project Website, email or by telephone.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>

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CT-DraftEIAR-15 Cont.	[REDACTED]	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 6, 2023	Good afternoon, I was wondering if anyone had a chance to review my email from 11 days ago? Thank you. [REDACTED]	See response to CT-DraftEIAR-15 (in May 25-June 5 table).

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CT-DraftEIAR-30		To: Project Team From:	Phone:	Update Contact List	June 7, 2023	<p>hello my name is [REDACTED] and I'm calling from the office of the [REDACTED]</p> <p>[REDACTED] I am in receipt of the notice of publication of the draft environmental impact assessment report and its Associated attachments the my concern is it is address to mail [REDACTED]</p> <p>which I would still like to continue to receive these Publications however our mayor is now mayor James Leduc I e d you see so if you could change your records and continue sending the notices that would be appreciate it my number at the office is [REDACTED] or my email is [REDACTED]</p> <p>[REDACTED] thank you for your help</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Contact List has been updated to reflect these changes.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

Draft EIAR Comment Tracker

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CT-DraftEIAR-20 Cont.		To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 7, 2023	Thank you very much! Best wishes. [REDACTED]	No response required.

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CT-DraftEIAR-31		To: Bradford Bypass Project Team From:	Email:	EIAR	June 9, 2023	<p>To whom it may concern:</p> <p>While looking at the Bradford Bypass, also look at a future expressway linking the 404 in Queensville to the 400 - 11 Interchange through Bradford West Gwillimbury and Innisfill to Crown Hill.</p> <p>When the Green Lane Interchange opened, it was not long before it got congested.</p> <p>The other thing to look at is extending Bathurst Street to the 20th Sideroad and extending Ravenshoe to this new alignment.</p> <p>One more thing to mention, whenever a new road is built, big or small, it has an impact on its environment. I'm sure you are aware of this. This is about traffic congestion which is an major environmental problem in Central Ontario.</p> <p>Thanks</p>	<p>Hello</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>As part of the Preliminary Design study, alternate corridor locations for the freeway are not being considered as the Technically Preferred Route for the Bradford Bypass was approved through 2002 Environmental Assessment (EA). This alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning (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 considered. The Draft Environmental Impact Assessment Report (EIAR) includes natural environmental studies have been completed to document and assess existing natural environment features, outline the preliminary description of potential impacts of the project on the natural environment and outline a description of potential measures to mitigate those impacts. The analysis and key results from the traffic assessment are also summarized in the Draft EIAR. The Draft (EIAR can be found on the Project Website from this link:</p> <p>STUDY PROCESS – BRADFORD BYPASS</p> <p>The Draft EIAR is available for review and comment on the project website from June 1 to June 30, 2023 and comments and feedback can be provided to the ministry via the Project Website, email or by telephone.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p>

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

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CT-DraftEIA-32	[REDACTED]	[REDACTED]	Email: [REDACTED]	Infrastructure	June 9, 2023	Please see the attached for Hydro One's Response. [REDACTED] [REDACTED] [REDACTED]	<p>Hello,</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team understands there are existing facilities within the study area. The Project Team is currently coordinating with [REDACTED] and integrating [REDACTED] requirements and design review comments at key infrastructure crossings into the Bradford Bypass Preliminary Design.</p> <p>The Preliminary Design and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21 is anticipated to be completed in 2023. Hydro Ones requirements will be carried into to the next phase of detail design and construction where additional consultation, coordination, and design reviews will take place with Hydro One.</p> <p>At this time, further details and information about the Bradford Bypass Preliminary Design Study can be viewed on the Project Website (www.bradfordbypass.ca).</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca if you have any additional questions.</p> <p>Sincerely, The Bradford Bypass Project Team</p>

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CT-DraftEIAR-33	██████	To: Project Team From: ██████	Phone Voicemail ██████████	Draft EIAR	June 12, 2023	Voicemail was 1s in length; no message left.	<p>██████ called on 6/13/2023. Summary of call below:</p> <p>██████ requested the link for the Draft EIAR to his email: ██████ as he was not able to access it.</p> <p>██████ noted he is already on contact list.</p> <p>██████ asked if ██████ had any other questions.</p> <p>██████ said no.</p> <p>██████ sent email response to ██████</p> <hr/> <p>Hello ██████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Draft Environmental Impact Assessment Report (EIAR) can be found on the Project Website from this link:</p> <p>STUDY PROCESS – BRADFORD BYPASS</p> <p>The Draft EIAR is available for review and comment on the project website from June 1 to June 30, 2023 and comments and feedback can be provided to the ministry via the Project Website, email or by telephone.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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							<p>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.</p>

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CT-DraftEIR-34	[REDACTED]	To: Project Team From: [REDACTED]	Email [REDACTED]	Add to mailing list	June 12, 2023	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name --- [REDACTED]</p> <p>--- Title ---</p> <p>Major project lead</p> <p>--- Department/ Organization --- [REDACTED]</p> <p>--- Email --- [REDACTED]</p> <p>--- Phone Number --- [REDACTED]</p> <p>--- Mailing Address --- [REDACTED]</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>no</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Final Environmental Impact Assessment Report (EIR) and other updates for this study.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>

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						<p>navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No</p>	

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DT-DraftEIAIAR-35	██████	To: Project Team From: ██████ ██████	Email ████████████████████ ████████████████████	Project	June 13, 2023	<p>Kudos to you and your team for a project that seems to have a solid vision and is well overdue. Appreciate the the accessibility to information and hopeful that the project is not facing much opposition... maybe have anyone who is against the project spend a week during rush hour taking 45 minutes to get the 16km from Green Lane & 404 to Bradford.</p> <p>Please advise me if there is any way in which citizens like myself who fully back this essential project can assist.</p> <p>Thank you, -- ██████</p>	<p>Hello ██████</p> <p>The Project Team acknowledges and appreciates your support and interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Preliminary Design and project specific assessment of environmental impacts for the Bradford Bypass Project is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Final Environmental Impact Assessment Report (EIAIAR) and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-DraftEIAR-36		To: Project Team From:	Email	Draft EIAR	June 13, 2023	Hi Hoping someone can respond to my message? Thank you.	<i>Refer to CRF Draft EIAR May 25- June 5.</i>

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CT-DraftEIAR-37	[REDACTED]	To: Project Team From: [REDACTED]	Email [REDACTED] [REDACTED]	Add to Contact List	June 15, 2023	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name --- [REDACTED]</p> <p>--- Email --- [REDACTED]</p> <p>--- Phone Number --- [REDACTED]</p> <p>--- Mailing Address --- [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>

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CT-DraftEIA-39	██████	To: Project Team From:	Phone Voicemail ██████████		June 16, 2023	1s voicemail; No comment left	<p>██████ attempted to call the individual back twice on June 19, 2023.</p> <p>The individual did not answer either calls.</p> <p>██████ followed up on June 26, 2023</p> <p>██████████ asked for confirm if there were any answers for the questions he had.</p> <p>██████ said that the Project Team is still working on those answers.</p>

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CT-DraftEIAR-39 Cont.		To: Project Team From:	Voicemail Phone Number:	Property Affected	June 19, 2023	<p>Hi, my name is [REDACTED] which you are attempting to go through I have been trying to get onto your website and have not able to do that if someone could contact me I have some questions right now stuck taking care of my sister and if you could give me a shout at [REDACTED] and I am on the west coast right now I look forward to hearing from someone take care bye</p>	<p>[REDACTED] called on June 19, 2023</p> <p>[REDACTED] introduced herself and said she is calling from the Bradford Bypass Team.</p> <p>[REDACTED] introduced himself and told [REDACTED] about having trouble getting on the Project Website. He has listened to the podcast about the project that was released and was confused about the timeline differences. He has also read the Draft EIAR. Walter inquired about impacts to his property as a result of project construction.</p> <p>[REDACTED] asked if he wanted to he could provide the address of the property and can get back to him with details regarding how the property would be affected.</p> <p>[REDACTED] said he did not have his documents with him at the moment as he was driving.</p> <p>[REDACTED] asked if there was a better time to call as to not distract him while driving.</p> <p>[REDACTED] stated June 22, 2023 at 1pm West Coast time would be best.</p> <p>[REDACTED] agreed and told him that was okay and would call him back at that time.</p> <p>[REDACTED] followed up on [REDACTED] phone call request on June 22, 2023. Summary of call below:</p> <p>[REDACTED] asked [REDACTED] about his questions regarding his property.</p> <p>[REDACTED] stated that he wanted to know how the property [REDACTED] would be affected by the construction of the project, as well as how much of it would be affected.</p> <p>[REDACTED] said that she would connect with the rest of the Project Team to determine impacts to [REDACTED] property. [REDACTED] agreed.</p>

Month Comment Tracker

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							<p>██████ asked about the podcast he mentioned in the previous call.</p> <p>██████ said it was not a podcast, and is unsure what it was called, but knew it was hosted by the ██████. The Project Team later determined ██████ was referring to the May 18 Council Meeting hosted by ██████.</p> <p>██████ said they weren't any further questions and thanked ██████ for calling.</p> <p>-----</p> <p>Hello ██████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Following the call on June 22, 2023, please contact your ██████ for any further questions regarding the noted property.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>

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CT-DraftEIAR-40	[REDACTED]	To: Project Team From: [REDACTED] [REDACTED] [REDACTED]	Email [REDACTED]	Draft EIAR Engineering Comments	June 19, 2023	<p>Good afternoon:</p> <p>Based on review of the "Draft Environmental Impact Assessment Report", please find attached [REDACTED] engineering comments.</p> <p>Natural heritage comments will be coming at a later date but prior to June 30, 2023.</p> <p>Regards,</p> <p>[REDACTED]</p>	<p>Hi Taylor,</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please find attached the responses to [REDACTED] environmental and engineering comments on the Draft EIAR.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>

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CT-DraftEIAR-43	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR Air Quality	June 21 2023	<p>--- Name --- [REDACTED]</p> <p>--- Email --- [REDACTED]</p> <p>--- Please provide your comments on the Draft Environmental Impact Assessment Report here: ---</p> <p>Envision SQ Inc. is the manufacturer of SmogStop® Barrier, a patented noise/air quality barrier proven to reduce concentrations of vehicle emissions, such as nitrogen oxides and polycyclic aromatic hydrocarbons. The SmogStop Barrier, which is approved by MTO for use in Ontario, is a novel technically and economically feasible technology for mitigating noise and air quality impacts for critical and sensitive receptors along road and rail corridors. The DEIA identifies several locations where the BB is expected to result in noise and air quality impacts to such receivers. As a novel technology that can reduce impacts identified in the DEIA, it is imperative that this EIA include specific commitments to investigate the use of noise/air quality barriers to mitigate air quality impacts in areas where the predicted contaminant concentrations exceed government standards under Future Build scenarios.</p> <p>Section 5.2.3 of the DEIA makes note of a separate Noise Impact Assessment Report with details of the noise assessment, but Section 5.2.4 on Air Quality presents only summary findings. Is there an Air Quality Impact Assessment Report available for review and comment in conjunction with the summaries provided in the DEIA? If so, we would be grateful if we could review</p>	<p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Tables 5-17 and 5-18 of the Draft Environmental Impact Assessment Report (EIAR), along with the air and noise information provided in the EIAR, are intended to provide a summary of the work completed to understand the potential impacts associated with the project</p> <p>Copies of the Air Quality Impact Assessment (AQIA) and Noise Impact Assessment Report can be downloaded at the following links: [LINK]</p> <p>Air quality impacts were provided for both the maximum exceeded sensitive receptor locations and maximum impacted critical receptor locations within the Study Area. Based on the modelled results of air quality impacts from the project Future Build Conditions scenario, the AQIA report displays a visual representation of highly impacted areas within the Study Area for each contaminant of concern via a series of isopleth contour maps (Appendix J). In addition, the AQIA report displays a map of sensitive and critical receptors included within the assessment (Appendix A). These maps, in combination, show the potential areas of higher air quality impact within the Study Area related to the affects from the project. Maximum modelled concentrations for each receptor within the Study Area are included in Appendix I.</p> <p>In keeping with the ministry's commitment to continue to explore innovative opportunities to address noise mitigation through engineering and other enhancements, the ministry may consider refinements to other mitigation measures in Table 5-26 of the Draft EIAR to allow for consideration of innovative opportunities to mitigate all impacts associated with the Project during future phases of work.</p>	No

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					<p>it, so that we may provide comments on the detailed findings contained therein. Relatedly, we request the Commenting Period be extended to allow additional time to review and submit further comments related to this document, which is not posted to the project website with the DEIA. (We note that the Noise Impact Assessment Report was not posted with the DEIA either for some reason.)</p> <p>Tables 5-17 and 5-18 of the DEIA identify the maximum concentrations of each contaminant considered, and the receptor at which those maximum concentrations are predicted to occur. However, it is not clear if other receptors in the study area are predicted to have contaminant concentrations under Future Build Conditions that exceed the standard, but might not be 'the maximum'. For example, Table 2-33 of the Existing Conditions Report identifies that the standard limit for NO₂ (1hr) under the CAAQS (2025) is 83 ug/m³. Table 5-17 of the DEIA only notes that the cumulative maximum concentration of NO₂ (1hr) is predicted for receptor SR19 at 94 ug/m³ (approx. 13% over the standard). Are there other receptors in the study area that are predicted to have concentrations between 83 and 94 ug/m³? We suggest that a table similar to Table 5-16 be prepared for the air quality receptors, listing all receptors that are predicted to have a contaminant concentration exceeding the standard under Future Build based on the air quality assessment. This information could help the proponent to identify where air quality impacts could be feasibly mitigated with a noise/air quality barrier, such as SmogStop Barrier.</p> <p>Section 5.2.3.2.3 of the DEIA indicates noise barriers are recommended for the</p>	<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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					<p>residential subdivision west of County Rd 4 (NSA05) and the residential subdivision straddling the Holland River (NSA11). For reasons noted above, it is not clear from the air quality assessment summary provided in the DEIA if these subdivisions are also expected to experience contaminant concentrations in excess of government standards. These noise barriers should be evaluated as noise/air quality barriers to simultaneously mitigate noise and air quality impacts, in accordance with MTO's Environmental Guide for Noise (2022).</p> <p>In light of the above, we urge the ministry to incorporate the following commitments in the EIA to be implemented through further design and construction as they pertain to Noise, Air Quality, Climate Change and Human Health in Table 5.26:</p> <ul style="list-style-type: none"> ○ NOISE-5.00 ADD: Mitigation/Protection/Monitoring: Where a noise assessment is to be updated as per NOISE-5.01, and in optimizing the noise barrier design for NSA05 and NSA11 as per NOISE-5.02, evaluate the feasibility of using noise/air barriers to simultaneously mitigate for noise and elevated concentrations of air pollutants. ○ AQ-1.00 ADD: Mitigation/Protection/Monitoring: Implementation of noise/air quality barriers within the Study Area to reduce concentrations of contaminants on critical and sensitive receptors ○ CC-2.00 ADD: Issues/Concerns/Potential Effects: Emissions from diesel/gasoline powered vehicles; Mitigation/ Protection/ Monitoring: Implementation of noise/air quality barriers within the Study Area to 		

Draft EIA Comment Tracker

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					<p>reduce concentrations of contaminants associated with vehicle emissions on critical and sensitive receptors</p> <p>We would be pleased to meet with the Project Team to discuss these comments, if that would be helpful. Also, if we can be provided an opportunity to review details in the Air Quality Impact Assessment Report, we may have additional comments to offer. In the meantime, thank you for your consideration of these comments.</p>		

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CT-DraftEIAR-44	To: Project Team From: [REDACTED]	Email: [REDACTED] [REDACTED]	Draft EIAR Air Quality Report	June 22, 2023	<p>Hello please provide me with the air dispersion modeling report and the full data set – including both results and the detailed assumptions input into the model, as <u>previously requested</u>. It is unacceptable that you provided this non-response to my questions with only 8 days left on the consultation. I cannot comment on an air quality report that provides no information about assumptions used, or modelling actually conducted and does not provide the relevant averages that were the outcome of the model nor any of the air dispersion mapping for each contaminant. In the previous EA the full set of assumptions including % truck traffic was provided. The details I am requesting are not included at the page you reference in the report nor elsewhere in the report.</p> <p>Kind regards,</p> <p>[REDACTED]</p>	<p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>A copy of the Air Quality Report can be downloaded at the following link to support your review of the Draft Environmental Impact Assessment Report: https://we.tl/t-AnReam7qeK</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>	No


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CT-DraftEIAR-45	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR Air Quality Report	June 22, 2023	<p>Hello Bradford Bypass Team,</p> <p>MECP Central Region Technical Support Section reviewed the air quality sections of the <i>Draft Environmental Impact Assessment Report</i> dated June 1, 2023 in support to the proposed Bradford Bypass. During the review of the air quality sections, TSS noticed on page 450 of the main document that it refers to an Air Quality Impact Assessment (AECOM, 2023) which is not attached.</p> <p>In order to verify the methodology employed in the air quality impact assessment, the ministry requires a copy of the Air Quality Impact Assessment to complete our review.</p> <p>Please send the Air Quality Impact Assessment to me either via email attachment or a link to the documentation.</p> <p>Thank you,</p> <p>[REDACTED]</p>	<p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>A copy of the Air Quality Report can be downloaded at the following link to support your review of the Draft Environmental Impact Assessment Report: https://we.tl/t-AnReam7qeK</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>	No

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CT-DraftEIAR-46	To: Project Team From: [REDACTED]	Phone [REDACTED]	Properties affected	June 23, 2023	8 seconds long; no voicemail left	<p>[REDACTED] called back on June 23, 2023. No response.</p> <p>[REDACTED] called back on June 26, 2023. Summary of phone call below:</p> <p>[REDACTED] inquired about any questions [REDACTED] had regarding the Bradford Bypass.</p> <p>[REDACTED] let [REDACTED] know that he emailed inquiring about his properties (See CT-DraftEIAR-47)</p> <p>[REDACTED] let [REDACTED] know that the Project Team is working on the answers to those questions and would reach out soon.</p> <p>[REDACTED] stated if he could get an email response.</p> <p>[REDACTED] said yes and asked [REDACTED] if he had any more questions.</p> <p>[REDACTED] let [REDACTED] know that his neighbour [REDACTED] is affected too and wants know how much of his property would be affected as well.</p> <p>[REDACTED] said she would note that to the Project Team.</p> <p>July 6, 2023: [REDACTED] followed up with [REDACTED] to answer his questions.</p> <p>See e-mail response to [REDACTED] below in CT-DraftEIAR-47.</p>	No

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CT-DraftEIAR-47	To: Project Team From: [REDACTED]	Email: [REDACTED] [REDACTED]	Property affected	June 23, 2023	<p>I would like to discuss how my properties are affected by the Bradford Bypass.</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>My name is [REDACTED] telephone number is [REDACTED] e-mail [REDACTED] Hope to hear from a team member at their earliest opportunity.</p> <p>Best Regards [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>As discussed in your call with [REDACTED] on Thursday July 6th, your questions regarding acquisition timelines and compensation for property required for the Bradford Bypass Project have been shared with the ministry. A representative from the ministry's property office will be in touch with you. .</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	No

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CT-DraftEIAR-48	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 23, 2023	<p>Submitted by email to ProjectTeam@BradfordBypass.ca By June 30, 2023</p> <p>To whom it may concern,</p> <p>We have many concerns with this project, the process it is following, and this report is no different. Please answer our questions below.</p> <p>2. Timing and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period?</p> <p>3. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>1. Time and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period?</p> <p>The process of planning the Bradford Bypass has included – and will continue to include – consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities.</p> <p>In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations, have recently been finalized and incorporated into an Updated Draft Environmental Impact Assessment Report. This updated report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project.</p>	No

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					<p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis. For instance this meaningless babble from pg. 334:</p> <p><small>On average, between the various origin-destination pairs using the Bradford Bypass drivers in the peak direction during the peak period, would save up to 17m or 23 minutes of travel time when connecting between highway 400 and highway 404 compared to existing routes in the 10 build scenario.</small></p> <p>a. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states, "the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are</p>	<p>The Updated Draft Environmental Impact Assessment Report is available for review on the Project Website (https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p> <p>2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas. In addition, the Project Team has consulted with local and regional municipalities, and the traffic analysis for the proposed Bradford Bypass has considered the planned local transportation and transit improvements to be implemented by others.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the</p>	

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					<p>receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p>  <p><i>Highway is still too close to the Lower Landing. The Lower Landing is in the area of WC-25 in the image above. This clip of a map shows Provincially significant wetlands (orange); unevaluated wetlands (blue); cold water fish habitat (black) and warm (pink); Original / full map available on pg 55 of Draft IA report.</i></p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request?</p> <p>a. Have First Nations been consulted about this part of the plan? Please provide written evidence</p>	<p>Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404. On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p> <p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis.</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>As detailed in the Draft EIAR (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAR).</p>	

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					<p>of their approval of this route.</p> <p>5. Species at Risk a. Table 2-2 lays out the 12 species at risk present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do detailed study later on. This is a good example of study following decision or destruction, and is in violation of standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>a. There is a requirement for the Minister of the Department of Fisheries and Oceans to consider, when making certain decisions related to the fish and fish habitat protection (and pollution prevention) provisions of the Act, the Indigenous knowledge of the Indigenous peoples of Canada that has been provided to the Minister (34.1(1) (g) of the Fisheries Act); and,</p> <p>a. Requirement to protect the confidentiality of Indigenous knowledge that is provided to the Minister in confidence, except under limited circumstances (subsection 61.2 (1) of the Fisheries Act)."</p> <p>a. The Draft IA report identifies that the Williams Treaties FN reported American Eel https://www.dfo-mpo.gc.ca/species-especies/publications/sara-lep/eel-anquille/index-eng.html and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the Federal enforcement.</p>	<p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p> <p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. By expanding to the ultimate 8 lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>On average, between the various origin-destination pairs modeled in the peak periods, drivers are expected to save up to 73% or 33 minutes of travel time connecting between Highway 400 and Highway 404 compared to existing local routes.</p> <p>For further information about the Traffic Study please refer to Section 4.4 of the Draft EIAR.</p>	

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					<p>1. What is Ontario going to do to stand by Canada's obligations to First Nations treaty and consultation rights?</p> <p>1. Will the American Eel's presence be investigated with new fieldwork?</p> <p>6. There are many concerns related to surface water and groundwater.</p> <p>a. Please confirm our understanding that there has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>a. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for the elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area," p 295. There is no credible groundwater protection plan. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>a. HOW exactly is the province (MoECP) going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>a. What penalties are contractors going to face for violating the discharge requirements?</p> <p>a. If penalties are not enough to compel adherence, what next?</p> <p>a. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>a. Please confirm if monitoring will continue, or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project" P. 79.</p>	<p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states, "the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archaeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request.</p>	

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					<p>a. Explain what kind of environmental impact would make this project stop; or is any impact acceptable?</p> <p>a. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>i.Does this meager bit of help get extended to those who did not provide baseline information about their well water?</p> <p>i.Is there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>7. How much is this project going to cost?</p> <p>8. When will the Bradford Bypass be completed?</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <p>a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health?</p>	<p>b. Have First Nations be consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details are included in the Updated Draft Environmental Impact Assessment Report available on the Project Website (https://www.bradfordbypass.ca/study-process/) for public review until August 14, 2023.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>Consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts process and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> ▪ Alderville First Nation ▪ Beausoleil First Nation ▪ Chippewas of Georgina Island First Nation ▪ Chippewas of Rama First Nation ▪ Curve Lake First Nation ▪ Hiawatha First Nation ▪ Mississaugas of Scugog Island First Nation ▪ Kawartha Nishnawbe First Nation ▪ Georgian Bay Métis Council, and ▪ Huron-Wendat Nation 	

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					<p>a. Will you put air quality monitors in Bradford?</p> <p>a. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket?</p> <p>a. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there?</p> <p>We look forward to hearing back from the project team with answers to our questions.</p> <p>Sincerely, Claire Malcolmson Executive Director, Rescue Lake Simcoe Coalition</p> <p>██████████</p>	<p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>5. Table 2-2 lays out the 12 species present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do a detailed study later on. This is a good example of study following decision or destruction, and is in violation of the standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>Preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIAR and include:</p> <ul style="list-style-type: none"> ▪ If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. 	

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						<ul style="list-style-type: none"> It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017). Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These preliminary mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further detail on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <p>a. The Draft IA report identifies that the Williams Treaties FN reported American Eel and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the federal enforcement.</p> <p>b. What is Ontario going to do to stand by Canada's obligations to First Nation treaty and consultation rights?</p> <p>c. Will the American Eel's presence be investigated with new field work.</p> <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed</p>	

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						<p>both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>6. Please confirm our understanding that has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for</p>	

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						<p>watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>a. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area." There is no credible groundwater protection water. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>The risk of spills during construction of the project will be primarily limited to petroleum products from machinery (fuels and lubricants). The use of best management practices for handling of hydrocarbons according to the Ministry of Environment, Conservation and Parks and the Technical Standards and Safety Authority of the Ministry of Government Services will reduce the potential of environmental adverse effects associated with petroleum product handling and uses. Spillage of petroleum products must be immediately remediated according to these standards such that groundwater quality is not impacted.</p> <p>Mitigation plans will be generated during future phases of work for the project and for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge shall be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p>	

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						<p>For more information about the Groundwater Protection and Well Monitoring Plan please refer to Section 5.1.4 of the Draft EIAR.</p> <ul style="list-style-type: none"> b. How exactly is the province going to monitor groundwater discharges to ensure they meet Ontario's water quality standards? c. What penalties are contractors going to face for violating the discharge requirements? d. If penalties are not enough to compel adherence, what next? e. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe? f. Please confirm is monitoring will continue or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project." g. Explain what kind of environmental impact would make the project stop; or is any impact acceptable? <p>The Groundwater Monitoring Program includes groundwater level monitoring and groundwater quality monitoring to establish the pre-construction baseline conditions for comparison of data collected during and post-construction.</p> <p>During the Preliminary Design study, Golder Associates Ltd. (Golder) installed monitoring wells during the ongoing geotechnical investigations. Monitoring is expected to be completed within these same monitoring wells during all future phases of work for the Project, including construction. Residential monitoring wells will also be part of this program if they fall within the Radius of Influence of the excavation dewatering and permission to enter is granted to gain access to monitor the well. Detail Design will inform the need for further groundwater investigations.</p>	

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						<p>Penalties for discharging any deleterious substance or material to the lands will vary based on the federal, provincial or municipal legislation that might be violated. Beyond legislated penalties, contractor behavior is monitored by the Ministry and poor behavior may result in additional financial or reputational impacts. The Ministry's process for selecting contractors to support future phases of the work for the project also includes consideration of past performance and assessment of the contractors understanding of the project and sensitivities within the Study Area. Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAI, and will be carried forward to subsequent phases of the project.</p> <p>h. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>i. Does this meager bit of help extend to those who did not provide baseline information about their well water?</p> <p>j. If there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) the Ministry will undertake to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the Ministry, until remediation measures have resolved the issue.</p> <p>A water well survey was completed for the project to determine the pre-construction assessment of private well supplies in the vicinity of the Study Area noted above. Where no response was provided from Property</p>	

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						<p>Owners as part of the water well survey, an attempt shall be undertaken during Detail Design to contact these owners via mail, email, phone calls, site visit, etc.</p> <p>7. How much is this project going to cost?</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>8. When will the Bradford Bypass be completed?</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>The Ministry is considering an interim four-lane configuration and an ultimate eight-lane design for the Bradford Bypass. The interim four-lane configuration will be constructed first with two general purpose lanes in each direction. The ultimate, eight-lane configuration for the project will feature three general purpose lanes and one HOV lanes in each direction.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <p>a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health?</p> <p>b. Will you put air quality monitors in Bradford?</p>	

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						<p>c. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket?</p> <p>d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there?</p> <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIA.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p>	

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						<p>The Project Team is currently utilizing the National Air Pollution Surveillance air quality monitoring stations nearest to the Study Area to assess air quality levels. The nearest monitoring station is in Newmarket.</p> <p>Land has been designated for the Bradford Bypass since the 2002 approved EA was completed. As noted above, consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts and is critical to a project's success. The ministry is actively consulting and engaging with private landowners, developers and school boards within the Study Area. Additional information regarding the assessment of potential air quality impacts have been summarized in Section 2.2.4 and Section 5.2.4 of the Draft EIAI.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT_Draft EIAR-49	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 23, 2023	<p>[REDACTED]</p> <p>June 23, 2023</p> <p>Dear Sirs,</p> <p>RE: COMMENTS ON DRAFT IMPACT ASSESSMENT REPORT - Bradford Bypass</p> <p>We have many concerns with this project, the process it is following, and this report is no different. Please answer our questions below.</p> <p>1. Timing and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period?</p> <p>2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>3. We would like to see the traffic studies in their entirety. An</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>1. Time and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period?</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities.</p> <p>In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations, have recently been finalized and incorporated into an Updated Draft Environmental Impact Assessment Report. This updated report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project.</p>	No


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					<p>environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis. For instance this meaningless babble from pg. 334:</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states, "the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in</p>	<p>The Updated Draft Environmental Impact Assessment Report is available for review on the Project Website (https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p> <p>11. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas. In addition, the Project Team has consulted with local and regional municipalities, and the traffic analysis for the proposed Bradford Bypass has considered the planned local transportation and transit improvements to be implemented by others.</p> <p>12. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website.</p>	

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					<p><i>accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archeological work is not finished. And yet the route has been chosen.</i> Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <p><i>Highway is still too close to the Lower Landing. The Lower Landing is in the area of WC-25 in the image above. This clip of a map shows Provincially significant wetlands (orange); unevaluated wetlands (blue); cold water fish habitat (black) and warm (pink); Original / full map available on pg 55 of Draft IA report.</i></p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request?</p> <p>b. Have First Nations been consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>5. Species at Risk a. Table 2-2 lays out the 12 species at risk present or very likely to</p>	<p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404. On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p> <p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis.</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>As detailed in the Draft EIAR (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAR).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p>	

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					<p>be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do detailed study later on. This is a good example of study following decision or destruction, and is in violation of standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>b. There is a requirement for the Minister of the Department of Fisheries and Oceans to consider, when making certain decisions related to the fish and fish habitat protection (and pollution prevention) provisions of the Act, the Indigenous knowledge of the Indigenous peoples of Canada that has been provided to the Minister (34.1(1) (g) of the Fisheries Act); and,</p> <p>c. Requirement to protect the confidentiality of Indigenous knowledge that is provided to the Minister in confidence, except under limited circumstances (subsection 61.2 (1) of the Fisheries Act)."</p> <p>d. The Draft IA report identifies that the Williams Treaties FN reported American Eel https://www.dfo-mpo.gc.ca/species-especes/publications/sara-lep/eel-anquille/index-eng.html and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the Federal enforcement.</p> <p>i. What is Ontario going to do to stand by Canada's obligations to First Nations treaty and consultation rights?</p> <p>ii. Will the American Eel's presence be investigated with new fieldwork?</p>	<p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. By expanding to the ultimate 8 lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>On average, between the various origin-destination pairs modeled in the peak periods, drivers are expected to save up to 73% or 33 minutes of travel time connecting between Highway 400 and Highway 404 compared to existing local routes.</p> <p>For further information about the Traffic Study please refer to Section 4.4 of the Draft EIAR.</p> <p>13. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to</p>	

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					<p>6. There are many concerns related to surface water and groundwater.</p> <p>a. Please confirm our understanding that there has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>b. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for the elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area," p 295. There is no credible groundwater protection plan. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>c. HOW exactly is the province (MoECP) going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>d. What penalties are contractors going to face for violating the discharge requirements?</p> <p>e. If penalties are not enough to compel adherence, what next?</p> <p>f. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>g. Please confirm if monitoring will continue, or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project" P. 79.</p> <p>h. Explain what kind of environmental impact would make this project stop; or is any impact acceptable?</p>	<p>the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states, "the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archaeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request.</p> <p>b. Have First Nations be consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details are included in the Updated Draft Environmental Impact Assessment</p>	

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					<p>i. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>i.Does this meager bit of help get extended to those who did not provide baseline information about their well water?</p> <p>ii.Is there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>7. How much is this project going to cost?</p> <p>8. When will the Bradford Bypass be completed?</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <p>a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health?</p> <p>b. Will you put air quality monitors in Bradford?</p> <p>c. How do you explain the fact that you are NOT monitoring air quality in</p>	<p>Report available on the Project Website (https://www.bradfordbypass.ca/study-process/) for public review until August 14, 2023.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>Consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts process and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> ▪ Alderville First Nation ▪ Beausoleil First Nation ▪ Chippewas of Georgina Island First Nation ▪ Chippewas of Rama First Nation ▪ Curve Lake First Nation ▪ Hiawatha First Nation ▪ Mississaugas of Scugog Island First Nation ▪ Kawartha Nishnawbe First Nation ▪ Georgian Bay Métis Council, and ▪ Huron-Wendat Nation ▪ Comments from Indigenous communities are accepted at any time in the study process. <p>14. Table 2-2 lays out the 12 species present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do a detailed study later on. This</p>	

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					<p>Bradford, and using the closest site, Newmarket?</p> <p>d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there?</p> <p>We look forward to hearing back from the project team with answers to our questions.</p> <p>Sincerely,</p> 	<p>is a good example of study following decision or destruction, and is in violation of the standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>Preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIAI and include:</p> <ul style="list-style-type: none"> ▪ If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. ▪ It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles 	

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						<p>such as turtles (Credit Valley Conservation, 2017).</p> <ul style="list-style-type: none"> Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These preliminary mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further detail on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <ol style="list-style-type: none"> The Draft IA report identifies that the Williams Treaties FN reported American Eel and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the federal enforcement. What is Ontario going to do to stand by Canada's obligations to First Nation treaty and consultation rights? Will the American Eel's presence be investigated with new field work. <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis pehtastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special</p>	

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						<p>concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>15. Please confirm our understanding that has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>a. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in</p>	

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						<p>the Study Area.” There is no credible groundwater protection water. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>The risk of spills during construction of the project will be primarily limited to petroleum products from machinery (fuels and lubricants). The use of best management practices for handling of hydrocarbons according to the Ministry of Environment, Conservation and Parks and the Technical Standards and Safety Authority of the Ministry of Government Services will reduce the potential of environmental adverse effects associated with petroleum product handling and uses. Spillage of petroleum products must be immediately remediated according to these standards such that groundwater quality is not impacted.</p> <p>Mitigation plans will be generated during future phases of work for the project and for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge shall be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p> <p>For more information about the Groundwater Protection and Well Monitoring Plan please refer to Section 5.1.4 of the Draft EIAR.</p> <p>b. How exactly is the province going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>c. What penalties are contractors going to face for violating the discharge requirements?</p> <p>d. If penalties are not enough to compel adherence, what next?</p>	

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						<p>e. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>f. Please confirm is monitoring will continue or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project."</p> <p>g. Explain what kind of environmental impact would make the project stop; or is any impact acceptable?</p> <p>The Groundwater Monitoring Program includes groundwater level monitoring and groundwater quality monitoring to establish the pre-construction baseline conditions for comparison of data collected during and post-construction.</p> <p>During the Preliminary Design study, Golder Associates Ltd. (Golder) installed monitoring wells during the ongoing geotechnical investigations. Monitoring is expected to be completed within these same monitoring wells during all future phases of work for the Project, including construction. Residential monitoring wells will also be part of this program if they fall within the Radius of Influence of the excavation dewatering and permission to enter is granted to gain access to monitor the well. Detail Design will inform the need for further groundwater investigations.</p> <p>Penalties for discharging any deleterious substance or material to the lands will vary based on the federal, provincial or municipal legislation that might be violated. Beyond legislated penalties, contractor behavior is monitored by the Ministry and poor behavior may result in additional financial or reputational impacts. The Ministry's process for selecting contractors to support future phases of the work for the project also includes consideration of past performance and assessment of the contractors understanding of the project and sensitivities within the Study Area. Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p>	

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						<p>h. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>i. Does this meager bit of help extend to those who did not provide baseline information about their well water?</p> <p>j. If there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) the Ministry will undertake to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the Ministry, until remediation measures have resolved the issue.</p> <p>A water well survey was completed for the project to determine the pre-construction assessment of private well supplies in the vicinity of the Study Area noted above. Where no response was provided from Property Owners as part of the water well survey, an attempt shall be undertaken during Detail Design to contact these owners via mail, email, phone calls, site visit, etc.</p> <p>16. How much is this project going to cost?</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>17. When will the Bradford Bypass be completed?</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p>	


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						<p>18. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>The Ministry is considering an interim four-lane configuration and an ultimate eight-lane design for the Bradford Bypass. The interim four-lane configuration will be constructed first with two general purpose lanes in each direction. The ultimate, eight-lane configuration for the project will feature three general purpose lanes and one HOV lanes in each direction.</p> <p>19. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <ul style="list-style-type: none"> a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health? b. Will you put air quality monitors in Bradford? c. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket? d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there? <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIAR.</p>	

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						<p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p> <p>The Project Team is currently utilizing the National Air Pollution Surveillance air quality monitoring stations nearest to the Study Area to assess air quality levels. The nearest monitoring station is in Newmarket.</p> <p>Land has been designated for the Bradford Bypass since the 2002 approved EA was completed. As noted above, consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts and is critical to a project's success. The ministry is actively consulting and engaging with private landowners, developers and school boards within the Study Area. Additional information regarding the assessment of potential air quality impacts have been summarized in Section 2.2.4 and Section 5.2.4 of the Draft EIAR.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-</p>	

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						<p>247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-50	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR Comments	June 23, 2023	<p>Dear Sirs and Madames,</p> <p>COMMENTS ON DRAFT IMPACT ASSESSMENT REPORT - BRADFORD BYPASS</p> <p>I have many vital concerns about this project that require answers. Firstly, your Public Consultation Period does not comply with what a Public Consultation should be! The time factor of 30 days is minimal to go through the 500 page report and not being able to easily send edits to the pdf file. Secondly, noone, neither the MTO or their Consultant, has even tried to do a Cost Benefit Analysis analyzing other alternative Regional Roads available to accomplish the end result of connecting the 400 to the 404 in order to alleviate any congestion in Bradford and connect 2 highways through this type of Corridor. Instead the highway will have 5 interchanges that cross over Significant Wetlands and Diminishing Prime Holland Marsh Farmlands and Culturally Significant Indigenous historical routes. Also the building of this highway and its interchanges will most definitely destroy and impact Species at Risk and Harm under the Federal Laws. Thirdly, there is no justification or current data such as current traffic data outlining that this \$4 billion dollar Ford and Mulroney pushed highway will solve any traffic issues. Any data I have seen from NGOs pertaining to traffic issues could be solved by upgrading current Regional Roads for less cost and minimizing environment impact in the Lake Simcoe watershed. Please, provide and reference your Table of Results and Calculations stating that 33 minutes would be saved in travel time when connecting the 400 and 404. Please show data in form of a Table or Figure regarding the Bypass and Peak Rush-</p>	Response drafted in CT-DraftEIAR-50 Cont. below.	No

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					<p>hour times. Also, a comparison should be made if other routes were upgraded for this same result! Not sure why the MTO hasn't considered upgrading existing roads already available to meet this end result. THIS IS A VERY IMPORTANT QUESTION NEEDING A PROFESSIONAL MTO ANSWER WITH DATA BACKING IT UP.</p> <p>Fourthly, how can MTO start expropriation of lane in the Lower Landing when the Proper Stage 4 assessment of the area wrt archeological assessment. The MTO has moved the highway 150 meters to the South and has already made their decisions disregarding PUBLIC CONSULTATION AND PUBLIC CONCERNS ESPECIALLY FROM THE INDIGENOUS COMMUNITIES.Reg. 697/21 still needs to be completed. The report should better stipulate this fi di g has not been properly investigated! MTO and their Consultant should practice good Environmental Integrity and Due Diligence before stating issues that need resolutions or investigation! All because Ford and Mulroney back this highway and want it as their Political Legacy doesn't mean Engineers and Scientist working on this project should take shortcuts or not provide accurate, referenced and viable data! As respect to the undermined Indigenous community, more Indigenous Public Consultation time is required for them to state the importance of this area and to also state that there are other less invasive environmental and historical a d archeological options. I never see any data comparing any other Site as an option! Fifthly, the 12 species at Risk shouldn't be taken lightly! MTO and their Consultants should see that they will be in violation of the Federal Laws pertaining to this and decisions made with the Consultation of Indigenous</p>		

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					<p>People. The First Nation's have their Treaty and Rights. Ford and Mulroney cannot Plough through them! Where is the extensive report stating this area does not comply with the Federal Laws. The American Eel and Northern Sunfish should raise flags! Sixthly, what about surface and groundwater runoff? Have you worked with the MOECP wrt monitoring or the impacts of this highway on the Lake Simcoe and Holland Landing watersheds? As a Consultant to the MTO, have you identified any environmental impacts of this highways wrt damages or violations to groundwater discharge? Finally could you provide the Final Costs of this highway? Its start and projected completion date taking into consideration the Federal Laws that will stall it and the Public Consultation timeliness. And most of all, what are the cumulative Health Effects as a result of this highway? That should have been a BIG PART FOR PUBLIC CONSUTATION! Air pollution causing more asthma in adults and infants or more cardiopulmonary episodes should be reported and referenced. Cancer causing pollutants should be identified and reported and referenced.</p> <p>Please reply to these questions immediately and extend the Public Consultation time so we can l fkrn other people of this report.</p> <p>Regards</p>  <p>Sent from my Galaxy</p>		

Draft EIAR Comment Tracker

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CT-DraftEIAR-50 Cont.	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 23, 2023	<p>Dear Sirs and Madames,</p> <p>Please see my comments below with respect to the Bradford Bypass Report Review Consultation:</p> <p>1.) The Public Consultation timeline is too short to review a 500 page report..</p> <p>2.) No where in the report is there reference to other local road options to connect the 400 and 404 where road upgrades and widening could be considered. Have you considered another alternative, cheaper and environmentally friendlier route?</p> <p>3.) Is the \$4 billion dollar price tag on the Bradford Bypass worth the money to achieve the projected 33 minutes of saved time traveling?</p> <p>4.) Has a price tag been put on the loss of the Significant Wetlands, Farmlands and Greenspace allocated for the Bradford Bypass? These may be intangible but a dollar value can be put on their losses in terms of farm food production, soil and greenspace carbon sequestering, flood mitigation, surface and groundwater filtering and cleansing through the Holland Landing and Lake Simcoe watersheds, trees capturing carbon dioxide and releasing oxygen, wildlife corridor between Newmarket and East Gwillimbury, buffer of land needed for farming, etc. This is only a partial list of benefits of the area. Have you considered this?</p> <p>5.) Have you considered the protection of the culturally, historically and archeologically sensitive lands by the Indigenous Community taking in consideration the First Nation's Treaty and Rights?</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>As noted in the response from the Ministry on July 20, 2023, the Project Team has provided responses to your questions from June 23, 2023 below.</p> <p>1. The Public Consultation timeline is too short to review a 500 page report.</p> <p>The process of planning the Bradford Bypass has included – and will continue to include – consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities.</p> <p>In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment – was published for public review from starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations have been finalized and incorporated into an updated Draft Environmental Impact Assessment Report. This updated report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIAR and the Updated Draft were available for public review for a total of 60 days,</p>	No

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					<p>6.) Have you considered potential violations of Federal and Provincial Laws in the future with respect to destroying habitats of the named Species at Risk and increased land and water pollution from the salt runoff from the highway into the Holland Marsh and Lake Simcoe watersheds? Have you considered the Dollar value loss from the degradation of the environment as a result of the highway situated in the significant wetlands and the Holland Marsh and Lake Simcoe Watersheds and vital farmlands.</p> <p>7.) Have you considered the dollar value loss on the impact of the highway on Human Health with negative effects such as more cases of Asthma, Cardiopulmonary episodes and Cancer from the toxins added to the air from car and truck combustion emissions which equates to more hospital visits and degradation of the health of tax paying Ontarians.</p> <p>8.) Have you considered Climate Change impacts and the addition of more Greenhouse Gasses (GHG) by the highway during a time when GHGs and pollution should be minimized.</p> <p>I would appreciate these questions answered.</p> <p>Regards, [REDACTED]</p> <p>Sent from my Galaxy</p>	<p>an extension of the public review period is not being considered at this time.</p> <p>The Updated Draft Environmental Impact Assessment Report was available for review on the Project Website (https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p> <p>2. No where in the report is there reference to other local road options to connect the 400 and 404 where road upgrades and widening could be considered. Have you considered another alternative, cheaper and environmentally friendlier route?</p> <p>The Bradford Bypass has been proposed as a response to the dramatic growth in population and travel demand anticipated within the Study Area, including the forecasted increase in congestion on key east-west roadways linking Highway 400 to Highway 404. The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404. The technically preferred route chosen for the Bradford Bypass was based on the 2002 approved Environmental Assessment (EA) Study and minimizes the environmental footprint wherever possible.</p> <p>As part of the 2002 EA, the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p>	

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						<p>The Bradford Corridor was selected as the preferred corridor over Highway 89/Ravenshoe Road as it was beyond the maximum north limit of 10th Line / Boag Road which was assessed in a previous EA study and was determined that a Management Area or river crossing north of this would entail unacceptable environmental impact, which lead to the withdrawal of the Highway 89 EA studies in 1986-87.</p> <p>The Bradford Corridor was selected as the preferred corridor over the southern alternatives as there was no south alternative that met the primary purpose of the study to reduce out-of-way travel. The south limit was established as Highway 88 and Queensville Sideroad.</p> <p>The original purpose of the Bradford Bypass per the 2002 Approved EA was to address the "east-west" long-distance travel demand crossover between Highway 400 and Highway 404 which is a provincial responsibility and distinct from the locally generated trips which use a municipal road to access the provincial network. As noted in the report, the location of the transportation link is related to potential network benefits, with local service being secondary benefit.</p> <p>While the town of Bradford owns a closed Road allowance east of Artesian Industrial Parkway for 8th Line to Holland River, Hochreiter Road itself is a private road. This connection would not address the primary purpose of the Bradford Bypass to address provincial responsibilities to connect Highway 400 and Highway 404. The local benefit of this route is likely outweighed by improvement to capacity of Bridge Street. A bridge across 8th Line would still require out-of-way travel, which this study is looking to reduce, to connect to provincial transportation facilities. Improvements are likely required on Bathurst Street and Queensville Sideroad. Significant additional property impact (similar to the Bradford Bypass) would be required for a new corridor connection from 8th Line straight to Highway 404.</p> <p>For more information on the 2002 EA, please see the enclosed linked: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p>	

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						<p>Further to the conclusion of the 2002 EA, as part of this Preliminary Design study, a traffic analysis was completed and the result of the review has reviewed and confirmed the conclusions the need of the highway of the original route planning study. As detailed in prior responses, the Project Team has completed a review and update of environmental conditions described in the previous studies for the Project. This review and update analysis has included the review of existing traffic conditions and s, modelling of future forecast traffic conditions and it has been confirmed that updates to regional and municipal roads alone will not address the transportation needs within the Study Area.</p> <p>Additionally, 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.</p> <p>3. Is the \$4 billion dollar price tag on the Bradford Bypass worth the money to achieve the projected 33 minutes of saved time traveling?</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>As noted in the response above, the Bradford Bypass has been proposed as a response to this dramatic growth in population and travel demand in the area, including the forecasted increase in congestion on key</p>	

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						<p>east-west roadways linking Highway 400 to Highway 404.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads surrounding the proposed Bradford Bypass to the new corridor and greater freeway network. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads. The alleviation of traffic on local roads benefits the area including but not limited to Town of Bradford West Gwillimbury, community of Holland Landing, Town of East Gwillimbury, and northern King Township by alleviating congestion during peak hours.</p> <p>4. Has a price tag been put on the loss of the Significant Wetlands, Farmlands and Greenspace allocated for the Bradford Bypass? These may be intangible but a dollar value can be put on their losses in terms of farm food production, soil and greenspace carbon sequestering, flood mitigation, surface and groundwater filtering and cleansing through the Holland Landing and Lake Simcoe watersheds, trees capturing carbon dioxide and releasing oxygen, wildlife corridor between Newmarket and East Gwillimbury, buffer of land needed for farming, etc. This is only a partial list of benefits of the area. Have you considered this?</p> <p>This government takes environmental protection seriously and is implementing a path forward that will ensure environmental protections are not compromised while building this much needed project quickly and safely. Current and future work on the Bradford Bypass project will continue to be subject to all conditions under Ontario Regulation 697/21.</p>	

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						<p>The project includes 15 environmental studies to update and document environmental conditions, identify, and evaluate potential impacts of the project and recommend mitigation measures to reduce potential impacts and meet current environmental legislative requirements. Each study has been summarized in the Updated Draft EIAR, including the recommended mitigation measures and monitoring activities that will be carried forward to the next phase of the project.</p> <p>5. Have you considered the protection of the culturally, historically and archeologically sensitive lands by the Indigenous Community taking in consideration the First Nation's Treaty and Rights?</p> <p>The Ministry is actively consulting and engaging with Indigenous communities, municipalities, environmental agencies, and concerned stakeholders throughout the Bradford Bypass Project.</p> <p>The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> ▪ Alderville First Nation ▪ Beausoleil First Nation ▪ Chippewas of Georgina Island First Nation ▪ Chippewas of Rama First Nation ▪ Curve Lake First Nation ▪ Hiawatha First Nation ▪ Mississaugas of Scugog Island First Nation ▪ Kawartha Nishnawbe First Nation ▪ Georgian Bay Métis Council, and ▪ Huron-Wendat Nation <p>A Cultural Heritage Resource Assessment Report (CHRAR) was prepared to identify all potential Built Heritage Resources and Cultural Heritage Landscapes located within the Study Area. It includes a preliminary assessment of the potential impacts from proposed project activities on identified Built Heritage Resources</p>	

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						<p>and Cultural Heritage Landscapes and provides recommendations on next steps and mitigations to conserve the identified cultural heritage resources.</p> <p>Identified potential Built Heritage Resources and Cultural Heritage Landscapes anticipated to be impacted by the project are currently under further evaluation. Cultural Heritage Evaluation Reports are being completed to confirm the cultural heritage value of these properties. For properties determined to have cultural heritage value, Heritage Impact Assessments will be prepared to further assess impacts and recommend alternatives and mitigation measures to avoid or reduce impacts to their cultural heritage value.</p> <p>Archaeological investigations within the Study Area are being completed in accordance with the Ministry of Citizenship and Multiculturalism's Standards and Guidelines for Consultant Archaeologists. Indigenous community representatives continue to be involved in field investigations for archaeological work for the project. Avoidance and Protection of the archaeological resources is in keeping with Ministry of Citizenship and Multiculturalism's Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011) and associated documentation, in addition to Ministry's policies regarding the engagement of community field liaisons and receives strong consideration as a way to show respect to Indigenous communities' heritage and point of view.</p> <p>Stage 3 work was completed in June 2023 and is documented in the the Updated Draft Environmental Impact Assessment Report which was available for review on the Project Website (https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p> <p>6. Have you considered potential violations of Federal and Provincial Laws in the future with respect to destroying habitats of the named Species at Risk and increased land and water pollution from the salt runoff from the highway into the Holland Marsh and Lake Simcoe watersheds? Have you considered the Dollar value loss from the degradation of</p>	

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						<p>the environment as a result of the highway situated in the significant wetlands and the Holland Marsh and Lake Simcoe Watersheds and vital farmlands.</p> <p>As part of the Preliminary Design and in accordance with O. Reg. 697/21, the ministry is required to follow all relevant provincial and federal legislative requirements, standards, and practices as they apply to the design, construction, and operation of the project to ensure environmental protection. This includes but is not limited to the <i>Federal Fisheries Act</i>, <i>Endangered Species Act</i>, <i>Species at Risk Act</i>, <i>Canadian Navigable Waters Act</i> (CNWA), Permits to Take Water (PTTW)/Environmental Activity and Sector Registry (EASR) Registration for Groundwater. Further details will be confirmed during subsequent Detail Design and Construction phases.</p> <p>All environmental requirements including consultation with regulatory agencies and obtaining permits and approvals for the project, are undertaken to ensure the final alignment and design of the Bradford Bypass is determined through a decision-making process that would be consistent with the expectations of the <i>Environmental Assessment Act</i>.</p> <p>In addition, the ministry will work to understand and avoid where possible potential impacts to Species at Risk (SAR) within the study area. Should potential impacts be confirmed to endangered or threatened species, the ministry will work with the Ministry of the Environment, Conservation and Parks (MECP) to obtain required permit(s) under the <i>Ontario Endangered Species Act</i> (ESA), which may include mitigation and / or monitoring conditions, and consultation requirements. At this time, it is anticipated that all potential impacts to SAR will be managed through the conditions of a future permit under the Ontario ESA.</p> <p>The Drainage and Hydrology Assessment for the Preliminary Design has been undertaken to satisfy relevant provincial and regulatory legislative requirements. As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), MTO is assessing impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe</p>	

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						<p>Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures. Some examples may include enhanced grassed swales and flat bottom grassed swales which provide water quality control of runoff where Stormwater Management Ponds are not feasible. The grassed swales can incorporate flow check dams to promote infiltration, to increase pollutant retention and to slow down flow velocities. For those stormwater management facilities that may occur within the jurisdiction of the Nottawasaga Valley Conservation Authority (NVCA) and potentially influence the sub-watershed, MTO is considering NVCA water quantity and quality control guidelines.</p> <p>Furthermore, 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. The MTO Salt Management Plan outlines salt management operational practices and strategies and Best Management Practices (BMP) in terms of equipment, best practices, materials, storage, testing, storm response, application rules, snow and ice control trainings, snow removal and disposal, and technology review. This includes implementing a balanced approach to the highway salt application based on the amount of snow precipitation and highway conditions.</p> <p>In areas that are particularly sensitive, salt management measures may be necessary to mitigate environmental effects of road salt in accordance with the study objectives utilizing the Code of Practice for Environmental Management of Road Salts released by Environment Canada. The Code of Practice for Environmental Management of Road Salts can be viewed here: https://www.canada.ca/en/environment-climate-change/services/pollutants/road-salts/code-practice-environmental-management.html.</p>	

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						<p>In addition, snow removal and disposal will be utilized in accordance with the MECP Guidelines on Snow Disposal and De-icing Operations in Ontario. Further details on MECP's Guidelines on Snow Disposal and De-icing Operations in Ontario can be found here: https://www.ontario.ca/page/guidelines-snow-disposal-and-de-icing-operations-ontario#:~:text=Ministry%20Approval,If%20special%20circumstances&text=As%20a%20general%20rule%2C%20the,be%20approved%20for%20ir ect%20disposal.</p> <p>Results of the above studies, including recommended mitigation measures and commitments to future work, are summarized in the Updated Draft Environmental Impact Assessment Reports (EIAR), which was available on the Project Website for public review until August 14, 2023.</p> <p>Project commitments and anticipated permits and approvals identified in the studies will be carried forward to subsequent Detail Design and construction phases.</p> <p>7. Have you considered the dollar value loss on the impact of the highway on Human Health with negative effects such as more cases of Asthma, Cardiopulmonary episodes and Cancer from the toxins added to the air from car and truck combustion emissions which equates to more hospital visits and degradation of the health of tax paying Ontarians.</p> <p>The Project Team has undertaken a human health scoping assessment to identify potential positive and negative health impacts and can be used to help inform mitigation measures. The human health scoping assessment report provides a baseline profile of the Study Area, which includes age, education, income, population demographics, occupation, housing status, affordable housing, obesity, disease and mental health, and information on the movement of people (e.g. walkability and transit scores, mode of transportation, commuting duration).</p> <p>The human health scoping assessment is summarized in Section 5.2.7 of the Draft EIAR.</p>	

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						<p>The project has also undertaken an Air Quality Impact Assessment, to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads surrounding the proposed Bradford Bypass to the new corridor and greater freeway network. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads. The alleviation of traffic on local roads benefits the area including but not limited to Town of Bradford West Gwillimbury, community of Holland Landing, Town of East Gwillimbury, and northern King Township by alleviating congestion during peak hours.</p> <p>The Project Team is currently utilizing the National Air Pollution Surveillance air quality monitoring stations nearest to the Study Area to assess air quality levels. Five years of existing data sets were analyzed from stations within the region, and the complete data set from the closest station or most representative station for each contaminant of concern was selected to represent the background air quality for the Study Area. Due to the proximity of the Study Area to the Toronto Area, monitoring stations within the City of Toronto were given preference as the one of the most representative locations for the air quality contaminants of concern. As such, Roadside Wallberg – University of Toronto monitoring station, North Downsview monitoring station, Gage Institute monitoring station (all located approximately 38 – 53 km from the Study Area) were used. The nearest monitoring station is in Newmarket. Additional information</p>	

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						<p>regarding the assessment of potential air quality impacts have been summarized in Section 2.2.4 and Section 5.2.4 of the Draft EIA.</p> <p>8. Have you considered Climate Change impacts and the addition of more Greenhouse Gasses (GHG) by the highway during a time when GHGs and pollution should be minimized.</p> <p>The Project Team has undertaken a Qualitative Climate Change Assessment to assess potential impacts and suggest mitigation options for consideration. The assessment was completed accordance with MECP's Climate Change Guide (Considering Climate Change in the Environmental Assessment Process, 2017), and considers the project's resilience or vulnerability of the undertaking to changing climatic conditions. Findings are summarized in Section 2.2.6 and 5.2.6 of the Draft EIA.</p> <p>Total greenhouse gas emissions were calculated using a combination of MOVES emission rates and total annual vehicle usage projections for the project sources of air quality contaminant emissions.</p> <p>The project contributions of greenhouse gas in the Future Build year (2041), for a posted speed of 100 kilometres per hour, were compared to the 2019 CO₂eq contributions from the Ontario Transportation sector. The Project greenhouse gas contributions are less than 6% compared to the total Transportation 2019 CO₂eq emissions.</p> <p>Please see below the response to your questions from June 26, 2023.</p> <p>1. Removing Greenbelt lands including Provincially Significant Wetlands from the Holland Marsh as well as some of its specialty crop areas. In fact, almost 70% of the land within the study area for this highway is prime agricultural land (class 1-3).</p> <p>As part of the Preliminary Design, the Project Team considered all impacts and will continue to work with</p>	

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						<p>environmental agencies, municipalities, and other concerned stakeholders to identify measures to avoid or mitigate the potential impacts of placing new or expanded provincial highways within areas of the existing and enhanced Greenbelt lands.</p> <p>The Greenbelt Plan acknowledges the necessity of building infrastructure. The Plan allows for existing, expanded or new infrastructure in the Greenbelt if the infrastructure serves the significant population growth expected in southern Ontario.</p> <p>Potential impacts to agricultural lands as a result of the Project have been assessed with regards to the loss of agricultural land, loss of prime agricultural land, creation of severed parcels, and increased fragmentation of the land base on the designated agricultural lands. These potential impacts cannot be avoided. There are also potential impacts to adjacent agricultural lands and communities based on the proposed locations of the interchanges and by the proposed highway lighting.</p> <p>The first method of addressing potential impacts is to avoid the potential impact. In this study, the proposed future development of the Bradford Bypass lands will be a permanent use with portions of the Bradford Bypass being located within designated agricultural areas. As a result, there will be designated agricultural lands lost due to the project, which cannot be avoided.</p> <p>When avoidance is not possible, the next priority is to minimize impacts to the extent feasible. The minimization of impacts may be achieved during the design process and through proactive planning measures that provide for the separation of land uses. The Updated Technically Preferred Route has taken into consideration the 2002 Approved Environmental Assessment by maintaining parts of the original alignment and employing similar techniques to minimize the corridor footprint and impact the fewest agricultural buildings, investment and agricultural operations, thereby minimizing the potential impacts to the agricultural land base, agricultural operations, and the agricultural system.</p> <p>When avoidance techniques and minimizing potential impact to agriculture have not achieved the desired</p>	

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						<p>effect the next priority is to mitigate any further impact. Potential mitigation measures may include:</p> <ul style="list-style-type: none"> - The use of salt management plans to reduce the amount of salt require for de-icing - The use of adequate fencing or berms and vegetated features between different land uses to reduce the potential for trespassing and potential vandalism - The use of plantings/vegetation as screens and buffers to reduce visual impacts and sounds - Implementation of surface and/ or groundwater monitoring in areas where agricultural operations make use of surface or groundwater as part of their normal farm practices - Construct or replace agricultural buildings to mitigate the loss of agricultural buildings - Provide new wells or other water access for any potential groundwater disruption <p>It should also be noted that there are opportunities for local agricultural operations with the future development of the Bradford Bypass lands. The future development of the Bradford Bypass lands will bring people closer to the agricultural areas and specialty crop areas, market garden, field vegetable areas which will result in increased potential for expanding sales of local vegetable crops from the farm markets.</p> <p>Additional details on impacts to agricultural lands and proposed mitigation measures and monitoring activities are included in Section 5.2.2 of the Updated Draft EIAR, available on the Project Website:</p> <p>https://www.bradfordbypass.ca/study-process/</p> <p>2. Potential habitat destruction for twelve species at risk including the Blanding's turtle without any commitment to protect these species, their habitat or even to reduce damage. A commitment to do a future study is not good enough.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the</p>	

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						<p>need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIAR requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the Preliminary Design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIAR and include:</p> <ul style="list-style-type: none"> If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered 	

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						<p>should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017).</p> <ul style="list-style-type: none"> Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These proposed mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further information on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <p>3. Destruction and damage to a significant Indigenous site, the Lower Landing. The report outlines how a portion of this site will be impacted by construction. Georgina Island has been on record since 1998 that they want this site completely protected. This site is more significant than 95% of existing Canadian heritage sites; therefore, this site must be protected in its entirety and First Nations must be properly engaged as per the United Nations Declaration on the Rights of Indigenous People.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details have been provided in the Updated Draft Environmental Impact Assessment Report.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p>	

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						<p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAR.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>4. Impacts to Lake Simcoe which have not been studied at all despite its headwaters in the Holland Marsh Wetland complex will be the receiver of pollutants and salt thanks to the Bypass.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p>	

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						<p>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. The MTO Salt Management Plan outlines salt management operational practices and strategies and Best Management Practices (BMP) in terms of equipment, best practices, materials, storage, testing, storm response, application rules, snow and ice control trainings, snow removal and disposal, and technology review. This includes implementing a balanced approach to the highway salt application based on the amount of snow precipitation and highway conditions.</p> <p>In areas that are particularly sensitive, salt management measures may be necessary to mitigate environmental effects of road salt in accordance with the study objectives utilizing the Code of Practice for Environmental Management of Road Salts released by Environment Canada. The Code of Practice for Environmental Management of Road Salts can be viewed here: https://www.canada.ca/en/environment-climate-change/services/pollutants/road-salts/code-practice-environmental-management.html.</p> <p>In addition, snow removal and disposal will be utilized in accordance with the MECP Guidelines on Snow Disposal and De-icing Operations in Ontario. Further details on MECP's Guidelines on Snow Disposal and De-icing Operations in Ontario can be found here: https://www.ontario.ca/page/guidelines-snow-disposal-and-de-icing-operations-ontario#:~:text=Ministry%20Approval,If%20special%20circumstances&text=As%20a%20general%20rule%2C%20the,be%20approved%20for%20direct%20disposal.</p> <p>5. Impacts to people's health particularly around air pollution and the contamination of wells and groundwater. Considering that traffic related air pollution is well known to be a contributor to many diseases including cancers, heart disease and respiratory</p>	

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						<p>disease, a cumulative health impact study is required.</p> <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAR. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads surrounding the proposed Bradford Bypass to the new corridor and greater freeway network. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads. The alleviation of traffic on local roads benefits the area including but not limited to Town of Bradford West Gwillimbury, community of Holland Landing, Town of East Gwillimbury, and northern King Township by alleviating congestion during peak hours.</p>	

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						<p>Recognizing the potential impacts to groundwater and private wells in the Study Area, the Project Team has completed and initial assessment of the groundwater and surficial soils within the Study Area and documented the findings in a Hydrogeological Data Report. In addition, a Water Well Survey was completed and included a review of available secondary should information as well as data from stakeholders in the Study Area regarding their existing water wells.</p> <p>Additional well surveys and a detailed assessment of potential groundwater interference will be completed during future phases of the project. A Construction Dewatering Plan will also be prepared to identify potential impacts to groundwater and measures to be implemented to avoid or mitigate the impacts. In addition, all groundwater taking must adhere to the municipal, regional, provincial and federal policies and any permits or approvals required for the Project will be obtained prior to construction.</p> <p>Impacts to groundwater and proposed mitigation measures and monitoring activities are also summarized in the Updated Draft EIAR (Section 5.1.4).</p> <p>6. Increase in greenhouse gas emissions without a cumulative impact assessment on regional climate.</p> <p>The Project Team has undertaken a Qualitative Climate Change Assessment to assess potential impacts and suggest mitigation options for consideration. The assessment was completed accordance with MECP's Climate Change Guide (Considering Climate Change in the Environmental Assessment Process, 2017), and considers the project's resilience or vulnerability of the undertaking to changing climatic conditions. Findings are summarized in Section 5.2.6 of the Draft EIAR.</p> <p>7. Extend the consultation time past 30 days and give at least 120 days for the public, affected municipalities, Indigenous communities and Indigenous governments time to understand and respond to this lengthy report</p>	

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						<p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project move forward in an environmentally responsible way that is responsive to the needs and concerns of communities.</p> <p>In accordance with Ontario Regulation 697/21, an initial Draft EIAR -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review from starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with the regulation, have recently been finalized and incorporated into an updated Draft EIAR. This updated report was posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project.</p> <p>The Updated EIAR was made available on the Project website for an additional 30-day consultation period, from July 13, 2023 until August 14, 2023. The updated draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIAR and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>8. Mandate a cumulative health impact assessment that will outline specifically the public health costs of this highway due to air pollution, groundwater contamination and</p>	

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						<p>increased greenhouse gas emissions due to induced demand</p> <p>As noted in the response to Question #5, the human health implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIA and the Project Team will continue to evaluate and characterize project-related air quality impacts to health and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts.</p> <p>9. Detailed commitments on protection of species at risk and their habitat within the study area</p> <p>As noted above in the response to Question #2, details on Species at Risk and proposed mitigation measures and monitoring commitments are documented in Section 5.1.1 of the Updated Draft EIA.</p> <p>10. Commitment to do further field studies about the presence of American Eel and Northern Sunfish - two species that have Indigenous significance and have not been included in your reports</p> <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis pehstastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions</p>	

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						<p>with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAR.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>11. Commitment to protect the Lower Landing in its entirety from any site alteration</p> <p>In accordance with the Ministry's cultural heritage conservation process and the Ministry's obligations under the Standards and Guidelines for Conservation of Provincial Heritage Properties, 2010 (S&Gs) issued under section 25.2 of the Ontario Heritage Act (OHA) the Ministry has completed a Cultural Heritage Resource Assessment Report (CHRAR) to identify known and potential built heritage resources and cultural heritage landscapes within the Study Area, assess potential impacts and project alternatives and recommend mitigations and next steps. The cultural heritage resource assessment has informed the analysis of environmental conditions undertaken for this project and recorded in the Environmental Conditions Report and the Environmental Impact Assessment Report.</p> <p>The assessment has identified the Holland River watershed as having potential cultural heritage value or interest (CHVI). As recommended in the Environmental Impact Assessment Report (EIAR) and the CHRAR, a cultural heritage evaluation is being undertaken to determine CHVI for the property. This includes research</p>	

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						<p>and evaluation to determine if the property meets criteria in Ontario Regulation 9/06 and/or Ontario Regulation 10/06 of the Ontario Heritage Act to be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance. Research includes, but is not limited to, review of heritage property databases, field review, archives, museums, planning offices and other facilities, archaeological reports, other relevant reports or studies, information from community engagement including input from Indigenous communities, oral histories etc. to provide the historic context of the property including the history of Indigenous communities and post-contact communities.</p> <p>For properties, including the Holland River Watershed, that are determined by the Ministry to meet the criteria in O. Reg. 9/06 or O. Reg. 10/06 of the Ontario Heritage Act and that may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment (HIA) will be prepared to fully assess impacts and propose alternatives and mitigation to conserve the property's CHVI. In accordance with F.5 of the S&Gs, and as committed in Section 5.3.2.2 of the EIAR, if the Ministry determines that a property, including the Holland River Watershed, is a provincial heritage property of provincial significance, the Ministry must obtain the consent of the Minister of Citizenship and Multiculturalism before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. The Minister of Citizenship and Multiculturalism may not grant consent or may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered by the Ministry, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigate adverse effects on the property resulting from the removal, demolition or the transfer of the property.</p> <p>12. Detailed study about the impacts this highway will have on Lake Simcoe in</p>	

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						<p>particular how it could impact the fisheries as well as the harvesting rights of Indigenous people and their water quality.</p> <p>The Ministry has been and will continue to consult with Indigenous communities regarding potential impacts to their Aboriginal and Treaty Rights.</p> <p>The project has been assessed in accordance with the Interim Environmental Guide for Fisheries and the Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings. Following the completion of the impact assessment, it was determined that many of the potential negative effects of the proposed works could be avoided or mitigated at many locations. However, due to the number and size of some of the required new crossings it is anticipated that not all negative effects could be avoided or mitigated entirely. At this time, it is assumed that a Request for Review will need to be submitted to Fisheries and Oceans Canada during Detail Design/ prior to construction.</p> <p>For more information on impacts to Lake Simcoe, please refer to the response to Question 4.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-50 Cont.	To: Ministry of Transportation From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 23, 2023	<p>Dear Honourable Carolyn Mulroney,</p> <p>Please read the following letter and please have the courtesy to send a personal reply to me regarding my concerns. In the past, I have received your standard reply letters which don't address my personal concerns.</p> <p>Please have the courtesy to have the Consultation Period extended for the Bradford Bypass Report. Thirty days is not enough!</p> <p>Please also have the courtesy to invite the Indigenous Public Consultation community to reply and please listen to their findings of this report. Do not rush this Public Consultation process.</p> <p>[REDACTED]</p>	<i>Response drafted in CT-DraftEIAR-50 above</i>	No

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CT-DraftEIAR-51	To: Project Team From: [REDACTED]	Email: [REDACTED]	Holland River	June 26, 2023	<p>Hi, did the routing of the highway change near the East arm of the Holland River?</p> <p>It now seems very close to the best landing and takeoff area for floatplanes and I wanted to make sure that you know this, and I was hoping to know the minimum obstacle clearance altitude of the highway when I perform a westbound takeoff adjacent to the golf course and then turn follow the river northbound over the highway. Will there also be power lines or light posts?</p> <p>This is the safest area to land/takeoff floatplanes due to the length/width of the takeoff area, depth of water, less boat traffic since it is before the marinas, direction of takeoff/landing run aligned with most common wind direction, and noise abatement since there are no houses on the river there or under the current approach/departure paths. It would be a significant loss of safety and noise abatement if approaches and departures to this area became obstructed so that aircraft cannot approach/ depart this landing area as safely as they currently can.</p> <p>Regards, [REDACTED]</p>	Response Draft in CT-DraftEIAR-51 Cont. below.	

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CT-DraftyEIA R-51 Cont.	To: Project Team From: [REDACTED]	Email: [REDACTED] [REDACTED]	2 nd Concession	June 26, 2023	<p>What happened to the Full Interchange at 2nd Concession that was on previous maps but is now omitted from the current map on your webpage?</p> <p>If you don't put one there you are going to cause a traffic nightmare with an abundance of vehicles going west from Holland Landing and new subdivisions to the Bathurst interchange which crosses a single lane bridge, you may have to put in multiple traffic lights on Queensville and possibly cause the need to twin the bridge which is extremely long to prevent flooding.</p> <p>Have you studied the affect not having an interchange at 2nd Concession will have for local traffic on Queensville sideroad?</p> <p>Regards, [REDACTED]</p>	<i>Response Draft in CT-DraftEIA R-51 Cont. below.</i>	

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CT-DraftEIAR-51 Cont.	To: Project Team From: [REDACTED]	Email: [REDACTED]	2 nd Concession	June 26, 2023	<p>My apologies about the last email, I was looking at the East Gwillimbury map that omits the interchange, but your website still has it, I am right to assume the 2nd concession interchange is 100% confirmed?</p> <p>Thanks, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please see below the responses to your questions from June 26, 2023.</p> <p>Design refinements for the highway alignment and river crossing for the Holland River East Branch involved consideration for the commitments and recommendations from the 2002 Approved Environmental Assessment. This included environmental conditions related to scour and erosion, in-water impacts to fisheries, considerations for navigation, economic and community considerations, and cultural environment impacts for archaeological resources, and considerations to minimize impacts to both Albert's Marina and Silver Lakes Golf Club.</p> <p>Based on the evaluation, it was recommended that Alternative 2 be carried forward as the preferred alignment design at this location. Alternative 2 will realign the highway by approximately 150 metres to the south, which avoids the identified Riverbend archaeological site (BaGv-42). The anticipated impact to the meandering river is less than other alternatives for both temporary and permanent impacts from the construction and placement of bridge piers. Alternative 2 has substantially less permanent in-water footprint impacts relative to the 2002 Approved Environmental Assessment Design (Base Case). Furthermore, commitments from the 2002 Approved Environmental Assessment to mitigate impacts to adjacent properties are met.</p> <p>.</p> <p>For more information about the Holland River East Branch alignment, please refer to section 3.1.2 of the Updated Draft EIAR.</p>	No


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						<p>Light poles on Bradford Bypass structures will be designed to Ministry standards using convention luminaires from the Ministry Designated Sources of Materials list. There is no proposed illumination on the Holland River structures.</p> <p>The interchange at 2nd Concession Road is currently part of the Updated Technically Preferred Route for the Bradford Bypass.</p> <p>The Project Team appreciates the information you have noted regarding your floatplane and view of the recommended alignment and structures at the Holland River and Holland River East Branch. The Ministry recognizes that there are upstream limits to navigation at Bridge Street/Yonge Street (Holland River) and Queensville Sideroad West (Holland River East Branch) that may limit further upstream access for boat vessel types.</p> <p>The Project Team has designed bridges over the Holland River and Holland River East Branch, which are listed as Scheduled Waters, in compliance with the <i>Canadian Navigable Waters Act</i> (CNWA). Per the Act, the Project Team is actively engaging with Transport Canada and is providing an opportunity for the public to provide input into the design of the bridges.</p> <p>The minimum vertical and horizontal bridge clearances of the main span of the bridges under the Holland River and Holland River East Branch have been determined.</p> <p>The preliminary 8.0 m (~26') vertical (from High Water Level) and 25.0 m (~82') horizontal bridge clearance over the Holland River and Holland River East Branch was determined as a reasonable improvement to the acceptable 6.86 m (22.5') vertical clearance above water level 219.1 m (718.83') Geological Survey of Canada (GSC) and 19.8 m (65') horizontal clearance provided by the Canadian Coast Guard in the 1997 EA (letter dated April 7, 1995).</p> <p>The preliminary 8.0 m vertical clearance exceeds the required Trent-Severn Canal minimum overhead fixed bridge clearance of 6.1 m (20') per Parks Canada's navigational data. Furthermore, the 8.0 m vertical clearance exceeds the minimum bridge clearances of</p>	

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						<p>the Atherley Narrows Bridge (7.0 m, 22.8') and Muskoka Road Bridge (6.7 m, 22.0') on the north side of Lake Simcoe, and the CNR Bridge (6.9 m, 22.7') and Gamebridge Bridge (6.7 m, 22.0') on the east side of Lake Simcoe which provide access to the Trent-Severn Canal on either side of Lake Simcoe. The 8.0 m preliminary vertical clearance also exceeds the minimum bridge clearance under the J.D. MacDonald Bridge (7.8 m, 25.6') and Highway 401 Bridge (7.5 m, 24.5') providing access to the Trent-Severn Canal at Lake Ontario.</p> <p>Similarly, the preliminary 8.0 m vertical clearance exceeds the required Rideau Canal minimum overhead fixed bridge clearance of 6.7 m (22'). Furthermore, the 8.0 m vertical clearance exceeds the minimum bridge clearances of the first fixed bridge in Ottawa (7.9 m, 25.6') providing access to the Rideau Canal at the Ottawa River, and at Highway 401 bridge (6.7 m , 22.0') providing access to Rideau Canal in Kingston.</p> <p>Design of the bridges will be further refined during future phases of the work for Project and permanent navigational aids and signage will be developed. Before the bridges can be constructed, approval from Transport Canada will be required and construction conditions are expected to include notification to users of the waterways and installation of temporary navigational aids and signage to protect the public on the waterway.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

Draft EIAR Comment Tracker

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Ct_DraftEIAR-52	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 26, 2023	Thank you as you have provided this 26 days late I would like a 26 day extension for commenting. [REDACTED]	<i>Response drafted below in CT-DraftEIAR-52 Cont.</i>	

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CT_Draft EIAR-52 Cont.	To: Project Team From: [REDACTED]	Email: <lbowman@ecojjustice.ca>	Air Dispersion Modelling	June 26, 2023	<p>Hello,</p> <p>This report does not make any sense. It indicates that MOVES 3.0 "default" VMT (vehicle type) data was used to run the calculations. MOVES 3.0 requires VMT data to be input into the model, there is no "default" vehicle inventory data. For example the EPA explains how the model works as follows:</p> <p>As stated in Section 2.2, EPA believes VMT inputs have the greatest impact on the results of a state or local GHG or energy consumption analysis. Regardless of calculation type, MOVES requires VMT as an input. MOVES estimates emissions based on travel activity multiplied by emission factors. MOVES will multiply the VMT from each vehicle source type, on each road type, by the corresponding emission factors to generate an emissions inventory.36 MPOs or state DOTs may have VMT estimates that can be used in MOVES. If VMT data are not available locally, other sources of VMT and vehicle population data are available. For a historical year, one source of VMT data is the Federal Highway Administration's Highway Performance Monitoring System (HPMS).37 For a future year, travel activity information for a GHG analysis can be estimated using a variety of methods. Future VMT can be estimated by applying a growth rate to historical VMT, or with a commercially available sketch planning tool, or a traditional four-step travel demand model. For example, in EPA's Travel Efficiency Assessment</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please see below the responses to your questions from June 26, 2023.</p> <p>The Updated Draft Environmental Impact Assessment Report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project.</p> <p>The Updated Draft Environmental Impact Assessment Report is available for review on the Project Website (https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p> <p>The Project Team conducted MOVES modelling to determine an emission factor of mass of each contaminant per vehicle mile travelled (VMT) using a variety of vehicle types with an assumed percentage distribution of each vehicle type which would be expected on the roads represented within the study area. Table 4-1 in the Air Quality Report shows the MOVES input data used to model mass of contaminant per VMT emission factors for each road type in the Study Area. Appendix B shows the emission rates given to each contaminant based on the MOVES output data which was also provided and can be found in Appendix C. VMT data was determined outside of MOVES using a combination of Annual Average Daily Traffic (AADT) values and associated road lengths which was then applied to the MOVES emission factors. Appendix E of the report shows the AADT volumes used for each road link.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-</p>	No

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					<p>Method, a sketch planning tool was used to estimate changes in travel activity resulting from various transportation control strategies. Then MOVES was used to estimate the changes in criteria pollutant and GHG emissions.³⁸</p> <p><u>Please explain what VMT was entered into the model – there is no default data.</u></p> <p>Regards,</p> 	<p>247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT_Draft EIAR-53	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 26, 2023	<p>Hi There,</p> <p>I've tried to access the Environmental Assessment Draft Report link on your website, but it doesn't seem to be working. Can you please forward a copy of the report?</p> <p>Thanks so much, Farah</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Draft Environmental Impact Assessment Report (EIAR) can be found on the Project Website from this link: STUDY PROCESS – BRADFORD BYPASS</p> <p>The Draft EIAR is available for review and comment on the project website from June 1 to June 30, 2023 and comments and feedback can be provided to the ministry via the Project Website, email or by telephone.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p> <p>Email: projectteam@bradfordbypass.ca</p> <p>Toll-Free: 1 (877) 247-6036</p> <p>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.</p>	No


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CT-DraftEIAR-54	To: Project Team From: [REDACTED]	Email: JIM HUNTER [REDACTED]		June 26, 2023	<p>Hi Project Team,</p> <p>Extending and widening GREEN LANE to SIX LANES to Highway 400 including service roads , bridges and traffic circles is economically a much better idea that will cost less and does not use up any farm land, wetland or have any major river crossings. It will better serve and reduce the local and provincial traffic. People from Oak Ridges, Aurora, Newmarket , Whitchurch, King Township and East Gwillimbury are not going to drive to the planned Bradford Bypass as it is not close to the centre of population.</p> <p>Where are the results of the Origin Destination Survey that was requested?</p> <p>Where is the Study covering Local Network Improvements?</p> <p>Where is the Study covering Sources of Upstream Pollution in the Holland Marsh?</p> <p>Where are the Summary of Changes to local planning that have been made since the Bradford Bypass was originally planned such as property released for development owned by the Rice Group?</p> <p>Yours very truly, [REDACTED]</p> <p>Sent from my iPad</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website. For more information on the Environmental Conditions of the Study Area, please refer to Section 2 of the Updated Draft Environmental Impact Assessment Report (EIAR)</p> <p>As detailed in the Draft EIAR (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAR).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p> <p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all local road network and transit improvements planned within the Study Area</p>	No

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						<p>and forecast traffic volumes based on the projected growth within the Study Area. For more information on updates to local road networks, refer to section 1.5.4 of the Draft EIA.</p> <p>Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecast to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternatives for the Bradford Bypass were then compared within the model by running different, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at LOS D. By implementing another general purpose lane and an HOV lane in each direction by 2041, LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>On average, between the various origin-destination pairs modeled in the peak periods, drivers are expected to save up to 73% or 33 minutes of travel time connecting between Highway 400 and Highway 404 compared to existing local routes.</p> <p>The Holland Marsh Wetland Complex extends beyond the Bradford Bypass corridors and consists of over 3,000 hectares (ha) of designated wetland area. Currently the Bradford Bypass corridor will cross approximately 12.73 ha which accounts for only 4 percent of the entire Provincially Significant Wetland (PSW) area. The crossing locations were chosen because they are consistent with the Ministry's effort to minimize impacts to this sensitive wetland and are among the narrowest portions of Holland Marsh. A portion of the crossing will be accommodated on an elevated structure in order to provide marine navigation clearance over the Holland River and Holland River East Branch below.</p> <p>The Project Team will continue to carefully consider all impacts to wetland areas and will continue to work with</p>	

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						<p>Indigenous communities, 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 Bradford Bypass Project will continue to look at opportunities to minimize impacts to these wetlands through engineering refinements.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-55	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR Comments	June 26, 2023	<p>June 26, 2023 Submitted by email to ProjectTeam@BradfordBypass.ca</p> <p>Dear Sirs,</p> <p>We have many concerns with this project, the process it is following, and this report is no different. Please answer our questions below.</p> <ol style="list-style-type: none"> 1. Timing and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period? 2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built. 3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are 	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>1. Time and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period?</p> <p>The process of planning the Bradford Bypass has included – and will continue to include – consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities.</p> <p>In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations, have recently been finalized and incorporated into an Updated Draft Environmental Impact Assessment Report. This updated report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIAR and the Updated Draft were available for public review</p>	No

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					<p>best served by this potentially \$4 billion highway.</p> <p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis. For instance this meaningless babble from pg. 334:</p> <p><small>On average, between the various origin-destination pairs using the Bradford Bypass drivers in the peak direction during the peak period, would save up to 77% or 34 minutes of travel time when connecting between highway 400 and highway 404 compared to existing routes in the No Build scenario.</small></p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states, "the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archeological work is not finished. And yet the route has been chosen. Property owners near the</p>	<p>for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>The Updated Draft Environmental Impact Assessment Report was available for review on the Project Website (https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p> <p>2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas. In addition, the Project Team has consulted with local and regional municipalities, and the traffic analysis for the proposed Bradford Bypass has considered the planned local transportation and transit improvements to be implemented by others.</p> <p>The original route planning study (2002 Approved Environmental Assessment – EA) concluded that additional relief from congestion in this Study Area could only be accommodated through the protection and implementation of a provincial right of way.</p> <p>As part of the 2002 Approved EA, the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 Approved EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease</p>	

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					<p>history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p>  <p><i>Highway is still too close to the Lower Landing. The Lower Landing is in the area of WC-25 in the image above. This clip of a map shows Provincially significant wetlands (orange); unevaluated wetlands (blue); cold water fish habitat (black) and warm (pink); Original / full map available on pg 55 of Draft IA report.</i></p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request?</p> <p>b. Have First Nations been consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>5. Species at Risk</p> <p>a. Table 2-2 lays out the 12 species at risk present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do detailed study later on. This is a good</p>	<p>of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>For more information on the Analysis and Evaluation of alternatives, refer to Section 2.1.6 of the 2002 Approved EA, which can be found in the enclosed link: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>Further to the conclusion of the 2002 Approved EA, as part of this Preliminary Design study, a traffic analysis was completed and the result of the review has confirmed the need of the highway. This analysis included the review of existing traffic conditions and modelling of future forecast traffic conditions and it has been confirmed that updates to regional and municipal roads alone will not address the transportation needs within the Study Area.</p> <p>Additionally, 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.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has</p>	

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					<p>example of study following decision or destruction, and is in violation of standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>b. There is a requirement for the Minister of the Department of Fisheries and Oceans to consider, when making certain decisions related to the fish and fish habitat protection (and pollution prevention) provisions of the Act, the Indigenous knowledge of the Indigenous peoples of Canada that has been provided to the Minister (34.1(1) (g) of the Fisheries Act); and,</p> <p>c. Requirement to protect the confidentiality of Indigenous knowledge that is provided to the Minister in confidence, except under limited circumstances (subsection 61.2 (1) of the Fisheries Act)."</p> <p>d. The Draft IA report identifies that the Williams Treaties FN reported American Eel https://www.dfo-mpo.gc.ca/species-especes/publications/sara-lep/eel-anquille/index-eng.html and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the Federal enforcement.</p> <p>i. What is Ontario going to do to stand by Canada's obligations to First Nations treaty and consultation rights?</p> <p>j. Will the American Eel's presence be investigated with new fieldwork?</p> <p>6. There are many concerns related to surface water and groundwater.</p> <p>a. Please confirm our understanding that there has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p>	<p>provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404.</p> <p>Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p>	

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					<p>b. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for the elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area," p 295. There is no credible groundwater protection plan. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>c. HOW exactly is the province (MoECP) going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>d. What penalties are contractors going to face for violating the discharge requirements?</p> <p>e. If penalties are not enough to compel adherence, what next?</p> <p>f. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>g. Please confirm if monitoring will continue, or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project" P. 79.</p> <p>h. Explain what kind of environmental impact would make this project stop; or is any impact acceptable?</p> <p>i. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>j. Does this meager bit of help get extended to those who did not provide baseline information about their well water?</p>	<p>The development of the analysis and key results from the Traffic Study have been summarized in the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report (EIAR), which were available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023, respectively. The information in the draft EIAR includes the origin and destination locations that were reviewed to determine the average travel time savings during the AM and PM peak hours. Similar to the process undertaken for MTO preliminary design studies, the Traffic Study will be finalized upon study completion and will be available if requested.</p> <p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis.</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>As detailed in the Draft EIAR (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAR).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p>	

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					<p>i. Is there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>7. How much is this project going to cost?</p> <p>8. When will the Bradford Bypass be completed?</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <p>a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health?</p> <p>b. Will you put air quality monitors in Bradford?</p> <p>c. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket?</p> <p>d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there?</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. In order to understand</p>	<p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. The model indicates that by expanding to the ultimate 8 lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>For further information about the Traffic Study please refer to the response to Question #3 and Section 4.4 of the Updated Draft EIAR.</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states, "the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario</p>	

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					<p>traffic related air pollution, relevant vehicle types and assumptions need to be used. The air dispersion modeling report simply indicates that MOVES3 default data was used - but the EPA has emphasized the need to include relevant vehicle type inputs into the model.</p> <p>The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The air dispersion modeling report states that the vehicle type distributions were based on MOVES3.0 default database inputs even though there are no such inputs. It also says that the 24 hour traffic distribution was assumed to be equal to the AADT distribution. However the consultant appeared to use different AADT distributions for different scenarios without explanation and the distributions differed significantly as between build and no build scenarios. Mitigation in the form of frequent diesel heavy truck vehicle emission inspections should be included as a mitigation measure to ensure that newer vehicle emissions systems are not being tampered with. The air dispersion modeling report indicates that ethanol based fuels were excluded even though this goes against EPA recommendations for using the model. The report lacks transparency about assumptions made about future vehicle fleet characteristics for both passenger vehicles and heavy trucks.</p> <p>The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to</p>	<p><i>Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed.</i> So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <ol style="list-style-type: none"> As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request. Have First Nations be consulted about this part of the plan? Please provide written evidence of their approval of this route. <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details are included in the Updated Draft Environmental Impact Assessment Report available on the Project Website (https://www.bradfordbypass.ca/study-process/) for public review until August 14, 2023.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p>	

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					<p>the no-build scenario. There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification.</p> <p>It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. Using existing monitors in Innisfil, Newmarket and other distant and irrelevant locations is not justifiable. For the air dispersion modeling, MTO appears to be relying on these distant locations (eg. Egbert) for preparation of the wind rose as well, even though meteorological conditions in the study area may be markedly different. MTO also did not identify numerous recreational and daycare facilities adjacent to the Bradford Bypass corridor which were identified by Simcoe County Greenbelt. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to-date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are</p>	<p>In accordance with Ontario Regulation 697/21, the Project Team completed site specific Stage 3 archaeological assessments for areas within the Study Area that were identified as having archaeological potential in accordance with the Stage 2 archaeological assessments.</p> <p>It is common practice for Stage 4 archaeology work to be completed during Detail Design. Limiting the impact to Stage 4 archaeological sites where feasible is one of the Project Team's main priorities. As a result, the Project Team will determine the exact impact limits to archaeological sites during subsequent design phases of the project. To avoid unnecessary excavation, the Project Team will then undertake the Stage 4 archaeological assessments. Any Stage 4 field work that will be undertaken must engage interested Indigenous communities.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAR.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p>	

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					<p>not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. These are described in the report by the Canadian Association of Physicians for the Environment (April 2022) Mobilizing Evidence report. The report predicts significant exceedances for NO2 and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO2 exceedances may be extremely severe and will impact on the <i>Charter</i> rights and human rights of residents in the study area and beyond without justification for the need for the project.</p> <p>Susan Baues [REDACTED]</p>	<p>The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> - Alderville First Nation - Beausoleil First Nation - Chippewas of Georgina Island First Nation - Chippewas of Rama First Nation - Curve Lake First Nation - Hiawatha First Nation - Mississaugas of Scugog Island First Nation - Kawartha Nishnawbe First Nation - Georgian Bay Métis Council, and - Huron-Wendat Nation <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>5. Table 2-2 lays out the 12 species present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do a detailed study later on. This is a good example of study following decision or destruction, and is in violation of the standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIAR requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the preliminary design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p>	

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						<p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIA and include:</p> <ul style="list-style-type: none"> • If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. • It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017). • Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These preliminary mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further detail on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p>	

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						<p>a. The Draft IA report identifies that the Williams Treaties FN reported American Eel and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the federal enforcement.</p> <p>b. What is Ontario going to do to stand by Canada's obligations to First Nation treaty and consultation rights?</p> <p>c. Will the American Eel's presence be investigated with new field work.</p> <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peilastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAR.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the</p>	

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						<p>Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>6. Please confirm our understanding that has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>a. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area." There is no credible groundwater protection water. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p>	

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						<p>The risk of spills during construction of the project will be primarily limited to petroleum products from machinery (fuels and lubricants). The use of best management practices for handling of hydrocarbons according to the Ministry of Environment, Conservation and Parks and the Technical Standards and Safety Authority of the Ministry of Government Services will reduce the potential of environmental adverse effects associated with petroleum product handling and uses. Spillage of petroleum products must be immediately remediated according to these standards such that groundwater quality is not impacted.</p> <p>Mitigation plans will be generated during future phases of work for the project and for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge shall be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p> <p>For more information about the Groundwater Protection and Well Monitoring Plan please refer to Section 5.1.4 of the Updated Draft EIAR.</p> <ul style="list-style-type: none"> b. How exactly is the province going to monitor groundwater discharges to ensure they meet Ontario's water quality standards? c. What penalties are contractors going to face for violating the discharge requirements? d. If penalties are not enough to compel adherence, what next? e. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe? f. Please confirm is monitoring will continue or not, as this statement is totally vague: "It is expected that each 	

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						<p>unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project."</p> <p>The Groundwater Monitoring Program includes groundwater level monitoring and groundwater quality monitoring to establish the pre-construction baseline conditions for comparison of data collected during and post-construction.</p> <p>During the Preliminary Design study, Golder Associates Ltd. (Golder) installed monitoring wells during the ongoing geotechnical investigations. Monitoring is expected to be completed within these same monitoring wells during all future phases of work for the Project, including construction. Residential monitoring wells will also be part of this program if they fall within the Radius of Influence of the excavation dewatering and permission to enter is granted to gain access to monitor the well. Detail Design will inform the need for further groundwater investigations.</p> <p>Penalties for discharging any deleterious substance or material to the lands will vary based on the federal, provincial or municipal legislation that might be violated. Beyond legislated penalties, contractor behavior is monitored by the Ministry and poor behavior may result in additional financial or reputational impacts. The Ministry's process for selecting contractors to support future phases of the work for the project also includes consideration of past performance and assessment of the contractors understanding of the project and sensitivities within the Study Area. Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>g. Explain what kind of environmental impact would make the project stop; or is any impact acceptable?</p> <p>This government takes environmental protection seriously and is implementing a path forward that will ensure environmental protections are not compromised while building this much needed project quickly and</p>	

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						<p>safely. Current work on the Bradford Bypass project will continue to be subject to all conditions under Ontario Regulation 697/21.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team has undertaken several environmental impact assessments to identify and document the potential impacts, proposed mitigation measures, and environmental commitments, which are summarized in the Environmental Impact Assessment Report (EIAR).</p> <p>The Ministry of Transportation must also comply with all current federal and provincial environmental requirements. This includes consultation as set out in the regulation and obtaining permits and approvals for the project prior to the start of construction. Obtaining these permits and approvals, which are mechanisms to help protect the environment, confirms that the ministry has met or surpassed the environmental requirements.</p> <p>h. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>i. Does this meager bit of help extend to those who did not provide baseline information about their well water?</p> <p>j. If there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>MTO will work with owners of water wells who experience issues to determine if the issue is the result of Bradford Bypass project activities.</p> <p>If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) the Ministry will undertake to remediate the issue. A temporary drinking water supply</p>	

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						<p>will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the Ministry, until remediation measures have resolved the issue.</p> <p>A water well survey was completed for the project to determine the pre-construction assessment of private well supplies in the vicinity of the Study Area noted above. Where no response was provided from Property Owners as part of the water well survey, an additional attempt shall be undertaken during Detail Design to contact these owners via mail, email, phone calls, site visit, etc. This information will be used to provide a baseline for water wells prior to the proposed construction to determine existing water quality and quantity of each property.</p> <p>7. How much is this project going to cost?</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>8. When will the Bradford Bypass be completed?</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>The Ontario government is committed to fully funding the construction of the 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.</p> <p>A four-lane configuration is planned to be constructed first with two general purpose lanes in each direction. To plan for the future, the Ministry is also considering the design of an ultimate eight-lane design for the Bradford Bypass. The ultimate, eight-lane configuration</p>	

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						<p>for the project will feature three general purpose lanes and one HOV lanes in each direction.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <ul style="list-style-type: none"> a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health? b. Will you put air quality monitors in Bradford? c. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket? d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there? <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIAI. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is</p>	

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						<p>recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p> <p>The Project Team is currently utilizing the National Air Pollution Surveillance air quality monitoring stations to assess air quality levels. Five years of existing data sets were analyzed from stations within the region, and the complete data set from the closest station or most representative station for each contaminant of concern was selected to represent the background air quality for the Study Area. Due to the proximity of the Study Area to the Toronto Area, monitoring stations within the City of Toronto were given preference as the one of the most representative locations for the air quality contaminants of concern. As such, Roadside Wallberg – University of Toronto monitoring station, North Downsview monitoring station, Gage Institute monitoring station (all located approximately 38 – 53 km from the Study Area) were used. The nearest monitoring station is in Newmarket. Additional information regarding the assessment of potential air</p>	

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						<p>quality impacts have been summarized in Section 2.2.4 and Section 5.2.4 of the Draft EIAI.</p> <p>Land has been designated for the Bradford Bypass since the 2002 Approved EA was completed. As noted above, consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts and is critical to a project's success. The ministry is actively consulting and engaging with private landowners, developers and school boards within the Study Area. Engagement and consultation has included having a project website and telephone line, having a project contact list for regular project updates, providing notices and correspondence via email, mail, and Ontario Government Notices in local newspapers, hosting public information centres and online events, and holding meetings with Indigenous communities, municipalities, environmental agencies, and stakeholders. More information on the project consultation activities are included in Section 7 of the Updated Draft EIAI.</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification. It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for</p>	

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						<p>traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to-date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. The report predicts significant exceedances for NO2 and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO2 exceedances may be extremely severe and will impact on the Charter rights and human rights of residents in the study area and beyond without justification for the need for the project.</p> <p>Study Area, MOVES3 data, vehicles and assumptions:</p> <p>In order to model relevant vehicle types within the Air Quality Impact Assessment Study Area, MOVES3 data was input to the model and refinements were made to exclude fuel types such as ethanol given these fuels are not readily available for use in Ontario. Fuel inputs utilized in MOVES3.0 modelling at the time of the assessment included: Fuel Type IDs 1, 2, 3 and 9. ID 5 (ethanol) was not included as flex fuel cars and fuelling stations are not readily available in Ontario. The specific source type fractions utilized for various vehicle types applied within the project study area and the related fraction of expected vehicle usage for both passenger-class vehicles and heavy-class vehicles, including the distribution of vehicle types in the heavy truck vehicle category, were combined to create representative vehicle emission for vehicle class that can reasonable be expected to be in use in 2041.</p>	


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						<p>Highway 400/404 corridors were included in the Air Quality Impact Assessment. The full air quality study area is shown in Figure 2-9 of the Updated Draft EIAR and demonstrates that the air quality study area included emission sources within the boundary of assessment, including but not limited to Highway 400 (500 m south of Rural Rd. 88 to 500 m north of Concession Rd. 11), Highway 404 (500 m south of Queensville Sideroad E to 500 m north of Boag Road), the entirety of the proposed Bradford Bypass, Bridge Street, Holland Street W, 10th Sideroad, Young Street/Barrie Street, and Queensville Sideroad.</p> <p>Traffic distributions and truck traffic: The same Average Annual Daily Traffic (AADT) were used for all scenarios. AADT values for each air quality emission source vary between the three scenarios evaluated based on projected existing traffic within the study area, and future no-build and build traffic projections however the same 24-hour traffic distribution percentages were applied. Three representative 24-hour distribution percentages were applied to the air quality emission sources. These were applied to a given source of emission depending on the type of road in question, e.g. a "Leslie St." 24-hour distribution was applied to air quality emission sources which were categorized as community arterial roads; a "HWY 400" 24-hour distribution was applied to air quality emission sources categorized as highways; and, a "2nd Concession Rd" 24-hour distribution was applied to rural roads. These same 24-hr distributions were applied to the assigned source for all three scenarios of evaluation (existing conditions, future no-build, and future build). Fuel usage distribution [i.e. diesel, gasoline, CNG, etc.] and vehicle age distribution within each vehicle type category were modelled based on MOVES3.0 default fuel use and age distribution database inputs assigned to the year of evaluation. Heavy truck traffic was included in the modelling with a percentage assigned to each air quality emission source anticipated from this vehicle type.</p> <p>Health Impacts, Critical Receptors and Background/Study Area Monitoring Data:</p>	

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						<p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAI.</p> <p>The Project Team is aware some critical receptors have been identified as 'missing' by a number of stakeholders. Having reviewed the data, these 'missing' receptors were included as residences in the Air Quality Impact Assessment. Potential impacts at the 'missing' receptors within the Air Quality Impact Assessment Study Area are reflected in the assessment by other, nearby critical receptors and receptors identified on Figure 2-9 and 2-10 of the Updated Draft EIAI.</p> <p>The approach to identifying representative air quality levels is conservative and often ensures the worst-case conditions are reflected so as to not under-represent conditions within a study area; i.e. background air quality contaminant levels included within the assessment may be representative or higher than expected for the area in question.</p> <p>While it is recognized that localized in-situ monitoring may provide more accurate data, use of existing monitoring stations within the NAPS network for statistically relevant background monitoring data is a generally accepted and conservative methodology for provincial environmental impact air quality assessments. Stations selected for the background air quality assessment were chosen based on total data availability over a most recent five-year period as a minimum of 12 months of daily and hourly data is required to ensure statistical relevance. Stations were also selected based on their proximity to the air quality study area with the meteorological station selected as representative of the air quality study area within 15 km north-west of the air quality study area. Stations must also be a relative representation of similar types of existing sources of air quality emission in the study area and it is notable that the meteorological station selected as representative of air quality in the study area was provided by the MECI in site-specific MET data requested for the project modelling.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest</p>	


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						<p>convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-56	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 26, 2023	<p>Hi,</p> <p>The link to the draft environmental impact report on the Schedule page is broken.</p> <p>Would you be able to send me the report via email? Or send me a link that works?</p> <p>Thank you</p> <p>-- [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Draft Environmental Impact Assessment Report (EIAR) can be found on the Project Website from this link: STUDY PROCESS – BRADFORD BYPASS</p> <p>The Draft EIAR is available for review and comment on the project website from June 1 to June 30, 2023 and comments and feedback can be provided to the ministry via the Project Website, email or by telephone.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>	No

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CT-DraftEIAR - 57	To: Project Team From: [REDACTED]	Email: [REDACTED]	BBP Burial Sites	June 27, 2023	<p>Bradford Bypass Project Team,</p> <p>Re: Identifying Human Burial Sites along the planned Bradford Bypass Route</p> <p>It is a reasonable conclusion that the vast acreage of the landscape on which the Bradford Bypass is to be built is strewn with bodies....dead bodies a.k.a. corpses and human remains. These human remains are the result of burials by Indigenous people who occupied the land over thousands of years as well as burials performed by European pioneers & early settlers right up to modern times.</p> <p>They encompass;</p> <ul style="list-style-type: none"> * Registered cemeteries, burial grounds, family plots and individual graves * Unregistered cemeteries, burial grounds, family plots and individual graves * Still to be found cemeteries, burial grounds and individual graves <p>It is imperative that the Ontario Government uncover all evidence of burials where the highway is to be built. These burials must be preserved and protected or possibly moved to another location.</p> <p>While registered burial sites are easy to identify, unregistered sites need to be confirmed and registered as required under Ontario's Funeral, Burial and Cremation Services Act, 2002. Still to be found sites require sleuthing, historical research and boots on the ground investigation.</p> <p>One of the most extreme requirements that could be requested is for the Ontario Government to perform Ground Penetrating Radar (GPR) surveying of every square foot of the proposed Bradford Bypass lands. Anomalies called 'targets' would receive special attention via Archaeological digs. Human remains discovered would either be left in place or moved. All work and costs are to be borne by</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Archaeological investigations within the Study Area have been completed in accordance with Ministry of Citizenship and Multiculturalism's Standards and Guidelines for Consultant Archaeologists. A summary of the archaeological investigations and recommended mitigation measures, including avoidance and protection measures, has been included in Section 5.3.1 of the Updated Draft Environmental Impact Assessment Report available on the Project Website: https://www.bradfordbypass.ca/study-process/</p> <p>Avoidance and protection of the archaeological resources is in keeping with Ministry of Citizenship and Multiculturalism's Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011) (MCM Standards and Guidelines), and received strong consideration as a way to show respect to Indigenous communities' heritage and point of view</p> <p>In addition, Ministry policies regarding the engagement of community field liaisons have been strictly adhered to. Indigenous community representatives have and will continue to be involved in field investigations for archaeological work for the project.</p> <p>Should cultural features be identified at any time during the Project, the features must be fully documented and excavated in accordance with MCM Standards and Guidelines. In addition, and as you noted, if at any time during the Project human remains are discovered, the police or coroner and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures must be notified as is required by the Funeral, Burial and Cremation Services Act.</p>	No

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					<p>the Ontario government. This solution for 'Still to be found' burial sites is as necessary as the work done and currently being done for the former Residential Schools.</p> <p>How can identifying and acting upon burial sites of all types located in the Bradford Bypass zone be incorporated in the Project Team's work?</p> <p>Perhaps we could talk. Please feel free to give me a call.</p> 	<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-58	To: Project Team From: [REDACTED]	Email: [REDACTED]	Consultation	June 27, 2023	<p>Dear Minister Davidson,</p> <p>I am contacting you regarding the proposed Bradford Bypass.</p> <p>It has come to my attention that the public has been given 30 days from June 1-30 to comment on the province's 576-page draft environmental impact report. Time is running out very quickly. This is not enough time for people to read, assess and comment on the report. People have not been given enough time to understand how this project could impact them. Many people are just finding out about it through the media today.</p> <p>I would like it to be known that I feel a federal assessment of the potential impacts of and alternatives to the Bradford Bypass should be conducted.</p> <p>There are many problems with the proposed Bradford Bypass which it would seem the Ontario government is ignoring.</p> <p>The preliminary Environmental Assessment predicted severe water quality impacts to groundwater and surface water in the Lake Simcoe watershed, to which there has been no mitigation plan. The Bradford Bypass would cut across some of the best agricultural land in Ontario, destroy sensitive wildlife habitat in Greenbelt lands and harmfully impact one of Ontario's largest remaining wetlands. Indigenous communities have not been properly consulted and their sacred ground concerns are being ignored.</p> <p>There are other alternatives to the Bradford Bypass which have not been given consideration. This Bypass will encourage more traffic rather than less. More vehicles equals more greenhouse gas emissions, and more pollution.</p>	<p><i>Comment noted. No response required as the Project Team was cc'd on this email to Minister Davidson.</i></p>	

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					<p>The Bradford Bypass, a proposed 16.2km highway, is estimated to cost between \$2 - \$4 billion. Could that money not be better used? Our public health system could definitely benefit from that kind of money or perhaps a better transit system.</p> <p>Please record me as being strongly opposed to the proposed Bradford Bypass. I would request that you extend the 30 day deadline as many people are just finding out about it today from a newspaper article and media coverage.</p> <p>I respectfully request that the Federal government step in and request that more time be given for the public to consider the impacts of this bypass in our province.</p> <p>Thank you.</p> <p>Sincerely,</p> <p></p>		


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CT-DraftEIA-59	To: Project Team From: [REDACTED] [REDACTED]	Phone [REDACTED] Email: [REDACTED]	Traffic Studies	June 27, 2023	14s long voicemail; no sound left	<p>[REDACTED] called on July 4, 2023,</p> <p>[REDACTED] called on July 19, 2023</p> <p>[REDACTED] called on July 31, 2023</p> <p>[REDACTED] asked if the traffic studies are available.</p> <p>[REDACTED] explained that the report is ongoing and will be summarized in the Final Environmental Impact Assessment Report (EIA).</p> <p>[REDACTED] asked for travel time savings.</p> <p>[REDACTED] explained that Section 4.4.3 of the EIA refers to the Travel Time Savings and notes that it would save 33 minutes of travel when connecting between Highway 400 and Highway 404 compared to existing routes for the No Build Scenario.</p> <p>[REDACTED] asked about species at risk. Noted the traffic is bad. He wants to make sure the project is done in an environmentally friendly manner.</p> <p>[REDACTED] explained that the effects to natural environment and species at risk are summarized in Section 2.1.1 of the EIA.</p> <p>[REDACTED] believes that PICs should be in person instead and that the Project Team does not want to face tough questions.</p> <p>[REDACTED] explained that the PICs were presented online as a virtual consultation event as it provides the opportunity to view materials online and provides flexibility for those wishing to attend who may have conflicts or restrictions that limit their ability to attend an event in person. Within the virtual platform there is an opportunity to also address accessibility needs as they arise.</p> <p>[REDACTED] asked [REDACTED] to go through his PIC questions.</p> <p>[REDACTED] provided an overview of the email response sent to [REDACTED] on February 17, 2023.</p>	No

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						<p>██████████ asked about the 10th Sideroad interchange. Wished to be included in correspondence regarding the 10th Sideroad interchange.</p> <p>██████████ explained that he will follow up with more information regarding the 10th Sideroad interchange.</p> <p>██████████ asked about the effects to his well.</p> <p>██████████ explained that if there are effects to his well as a result of the Bradford Bypass that the Ministry will provide a temporary drinking water supply until remediation measures have resolved the issue.</p> <p>██████████ asked to be informed of the cost as Doug Ford and Caroline Mulroney have stated different costs to the Project. Asked if the Project Team should be publicly stating this is misinformation.</p> <p>██████████ explained he would follow up with more information.</p> <p>██████████ asked about the 2002 EA.</p> <p>██████████ explained that the Project has been updated since the 2002 approved EA via the process outlined in O. Reg 697/21.</p> <p>██████████ asked about the County Road 4 Early Works.</p> <p>██████████ explained that the County Road 4 Final Early Works Report is available for review on the Project Website.</p> <p>██████████ asked about the two-lane versus four-lane configuration.</p> <p>██████████ explained that the interim Bradford Bypass will be comprised of a four-lane cross section featuring two general purpose lanes in each direction and the ultimate cross section will be widened to three general purpose lanes and one HOV Lane in each direction.</p> <p>██████████ thanked C. Scott for his time.</p>	

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						<div>██████████ said he will follow up with G. Kinahan's additional inquiries regarding project financials and 10th Sideroad via email.</div>	

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CT-DraftEIAR-59 Cont.	To: Project Team From: [REDACTED] [REDACTED]	Phone [REDACTED] Email: [REDACTED] [REDACTED]	Traffic Studies	July 31, 2023	<i>Follow up to questions from June 31 phone call.</i>	<p>H [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Following the call on July 31, 2023 and the correspondence sent to you from the MTO Director, Design and Engineering Branch on August 31, 2023, please see the responses to your additional questions from the call below.</p> <p>To address your question about the cost of the project, please note that the Ontario government is committed to fully funding the construction of the 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.</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. To protect procurement processes, the ministry will not be releasing cost estimates prior to the award of contracts.</p> <p>In response to your question about the 10th Sideroad interchange, please refer to Section 4.2.3.1 of the Updated Draft Environmental Impact Assessment Report (EIAR) for further details and descriptions of the interchange design.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	No

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CT-DraftEIAR-60	To: Project Team From: [REDACTED]	Email: [REDACTED]		June 28, 2023	<p>To whom it may concern,</p> <p>I have some concerns about those with residences in close proximity to the bypass.</p> <p>1. What effect does the bypass have on the shallow wells in the area. I attended one of the information meetings put on by those who have unanswered questions about the bypass and this was a concern. I recently had a well company check our water pump and in conversation he said the bypass would most certainly affect the local water level. If a shallow well is contaminated or runs dry as a result of the bypass who pays for the drilling and/or treatment of a the well? What guarantees do well owners have that there will not be negative repercussions from the bypass?</p> <p>2. What are the effects of air pollution from the bypass to those in close proximity? This was also raised as a concern at the public meeting.</p> <p>3. I asked at the last Online PIC to be given the traffic studies that were used to explain the time saving that the premier and Ms Mulronney refer to. I was told those studies were on going, but not given any data. If this is the case, why are time saving being stated when there does not appear to be scientific evidence to validate them. I recall that one of the presenters in the PIC also stated the specific time savings. Did that team member pull the numbers from mid air or are there completed studies to justify them using these numbers? If they exist, May I have a copy of them?</p> <p>4. The PIC presentation was long and had a lot of information for a lay person to absorb in a few hours. It was held in November and I received responses to my questions almost 12 weeks later. Surely a local meeting with questions and answers would better inform the public. It is fine to have the online PIC as a supplement but it is not efficient in educating the public on local issues. Will the project team commit to local in</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>1. What effect does the bypass have on the shallow wells in the area? If a shallow well is contaminated or runs dry as a result of the bypass who pays for the drilling and/or treatment of a the well? What guarantees do well owners have that there will not be negative repercussions from the bypass?</p> <p>Recognizing the potential impacts to groundwater and private wells in the Study Area, the Project Team has completed an initial assessment of the groundwater and surficial soils within the Study Area and documented the findings in a Hydrogeological Data Report. In addition, a Water Well Survey was completed and included a review of available secondary source information as well as data from stakeholders in the Study Area regarding their existing water wells.</p> <p>Additional well surveys and a detailed assessment of potential groundwater interference will be completed during future phases of the project. A Construction Dewatering Plan will also be prepared to identify potential impacts to groundwater and measures to be implemented to avoid or mitigate the impacts. In addition, all groundwater taking must adhere to the municipal, regional, provincial and federal policies and any permits or approvals required for the Project will be obtained prior to construction.</p> <p>Upon receipt of a well complaint, an investigation will be conducted as per the Ministry of the Environment, Conservation and Parks policies and a qualified expert will undertake and/or oversee the following:</p> <p>1. Collect a water well sample at the complainant's water well, prior to any treatment systems ('raw'), after allowing the distribution system to flow for approximately 5 minutes and submit the</p>	No

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					<p>person public meetings? I would hope this process is not just a formality where the team can just check a box off saying we have consulted, when it should be an exercise in making the wider public aware.</p> <p>Thanks for your time. I look forward to a prompt response to the above concerns.</p> <p></p> <p>Sent from my iPad</p>	<p>water sample to a qualified laboratory for an analysis of the general chemistry suite of water quality parameters completed during pre-construction analysis</p> <ol style="list-style-type: none"> 2. Compare the results of the analysis of the water sample to any pre-construction water sampling analysis (if available) for the residential well 3. Investigate and provide a professional opinion regarding the claimed impact to the well or well water; and 4. Provide a detailed written opinion as to whether the water sampling analysis results demonstrate that the construction or dewatering activities may have caused an adverse effect on the well's water supply. <p>If the well issue is confirmed to be a result of the project's activities, MTO will provide a letter to explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the MTO, until remediation measures have resolved the issue.</p> <p>For more information about the Groundwater Protection and Well Monitoring Plan, please refer to Section 5.1.4 of the Draft EIAR.</p> <p>2. What are the effects of air pollution from the bypass to those in close proximity?</p> <p>The human health implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft Environmental Impact Assessment Report (EIAR) which is available on the Project Website for public review until August 14, 2023.</p>	

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						<p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads surrounding the proposed Bradford Bypass to the new corridor and greater freeway network. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads. The alleviation of traffic on local roads benefits the area including but not limited to Town of Bradford West Gwillimbury, community of Holland Landing, Town of East Gwillimbury, and northern King Township by alleviating congestion during peak hours.</p> <p>Tables 5-17 and 5-18 of the Draft EIAR, along with the air and noise information provided in the EIAR, are intended to provide a summary of the work completed to understand the potential impacts associated with the project.</p> <p>3. I asked at the last Online PIC to be given the traffic studies that were used to explain the time saving that the premier and Ms Mulroney refer to. I was told those studies were ongoing, but not given any data. If this is the case, why are time saving being stated when there does not appear to be scientific evidence to validate them. I recall that one of the presenters in the PIC also stated the specific time savings. Did that team member pull the numbers from mid-air or are there completed studies to justify</p>	


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						<p>them using these numbers? If they exist, May I have a copy of them?</p> <p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level of Service (LOS).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p> <p>Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. By expanding to the ultimate 6 lane configuration (implementing another general-purpose lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>On average, between the various origin-destination pairs modeled in the peak periods, drivers are expected to save up to 73% or 33 minutes of travel time connecting between</p>	

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						<p>Highway 400 and Highway 404 compared to existing local routes.</p> <p>For further information about the Traffic Study please refer to Section 4.4 of the Draft EIAR. As noted in the correspondence sent to you from the MTO Director, Design and Engineering Branch on August 31, 2023, the Traffic Study will be finalized upon study completion and will be available if requested, similar to the process undertaken for MTO preliminary design studies.</p> <p>4. Will the project team commit to local in person public meetings?</p> <p>The ministry is committed to continuing stakeholder and public engagement and consultation beyond the regulatory requirements set out in Ontario Regulation 697/21, including continuing discussions with members of the public, local stakeholders and Indigenous communities with respect to potential impacts and mitigation throughout future phases of the project. The format of any future consultation and engagement events (i.e. virtual or in-person) will be confirmed during future phases of the project.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-61	To: Project Team From: [REDACTED]	Phone Voicemail: [REDACTED] Email: [REDACTED]	Tax	June 27, 2023	hello there my name is [REDACTED] and I live at [REDACTED] [REDACTED] and I'm just wondering because of all the noise and extra congestion it's going to be in the area if we're getting a discount on our taxes that's you know I obviously can't stop progress which I don't want to but I should be compensated the streets that are affected should be compensated if there's extra noise and congestion my phone number is [REDACTED] and wondering if there is going to be a tax reduction thank you	Hi [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. As you're aware, property taxes are levied by the Municipality in which a property is located and determined based on the value of the property. There is no absolute in terms of what will happen to the value of your property, and therefore your property taxes, once the highway is in place. Property value is dependent upon a variety of influences. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca , toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca . Sincerely, The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036	No

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CT-DraftEIAR-62	To: Scot Davidson, Project Team From: [REDACTED]	Email: [REDACTED] [REDACTED]	Draft EIAR Comments	June 27, 2023	<p>Dear Honourable Scot Davidson,</p> <p>I am writing today because I want to express my concern about the Bradford Bypass. Recently, the Project Team released a Draft Environmental Impact Assessment Report for the Bradford Bypass. I think you should know that there are glaring omissions and severe concerns in this report including:</p> <ol style="list-style-type: none"> 1. Removing Greenbelt lands including Provincially Significant Wetlands from the Holland Marsh as well as some of its specialty crop areas. In fact, almost 70% of the land within the study area for this highway is prime agricultural land (class 1-3). 2. Potential habitat destruction for twelve species at risk including the Blanding's turtle without any commitment to protect these species, their habitat or even to reduce damage. A commitment to do a future study is not good enough. 3. Destruction and damage to a significant Indigenous site, the Lower Landing. The report outlines how a portion of this site will be impacted by construction. Georgina Island has been on record since 1998 that they want this site completely protected. This site is more significant than 95% of existing Canadian heritage sites; therefore, this site must be protected in its entirety and First Nations must be properly engaged as per the United Nations Declaration on the Rights of Indigenous People. 4. Impacts to Lake Simcoe which have not been studied at all despite its headwaters in the Holland Marsh Wetland complex will be the receiver of pollutants and salt thanks to the Bypass. 5. Impacts to people's health particularly around air pollution and the contamination of wells and groundwater. Considering that traffic 	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. Please see responses to your concerns and questions received on June 27, 2023 below:</p> <p>1. Removing Greenbelt lands including Provincially Significant Wetlands from the Holland Marsh as well as some of its specialty crop areas. In fact, almost 70% of the land within the study area for this highway is prime agricultural land (class 1-3).</p> <p>As part of the Preliminary Design, the Project Team considered all impacts and will continue to work with environmental agencies, municipalities, and other concerned stakeholders to identify measures to avoid or mitigate the potential impacts of placing new or expanded provincial highways within areas of the existing and enhanced Greenbelt lands.</p> <p>The Greenbelt Plan acknowledges the necessity of building infrastructure. The Plan allows for existing, expanded or new infrastructure in the Greenbelt if the infrastructure serves the significant population growth expected in southern Ontario.</p> <p>Potential impacts to agricultural lands as a result of the Project have been assessed with regards to the loss of agricultural land, loss of prime agricultural land, creation of severed parcels, and increased fragmentation of the land base on the designated agricultural lands. These potential impacts cannot be avoided. There are also potential impacts to adjacent agricultural lands and communities based on the proposed locations of the interchanges and by the proposed highway lighting.</p> <p>The first method of addressing potential impacts is to avoid the potential impact. In this study, the proposed future development of the Bradford Bypass lands will be a permanent use with portions of the Bradford Bypass being located within designated agricultural areas. As a result, there will be designated agricultural lands lost due to the project, which cannot be avoided.</p>	No

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					<p>related air pollution is well known to be a contributor to many diseases including cancers, heart disease and respiratory disease, a cumulative health impact study is required.</p> <p>6. Increase in greenhouse gas emissions without a cumulative impact assessment on regional climate.</p> <p>As a concerned citizen, I would like you to support the asks from the Ministry of Transportation:</p> <ul style="list-style-type: none"> Extend the consultation time past 30 days and give at least 120 days for the public, affected municipalities, Indigenous communities and Indigenous governments time to understand and respond to this lengthy report; Mandate a cumulative health impact assessment that will outline specifically the public health costs of this highway due to air pollution, groundwater contamination and increased greenhouse gas emissions due to induced demand; Detailed commitments on protection of species at risk and their habitat within the study area; Commitment to do further field studies about the presence of American Eel and Northern Sunfish - two species that have Indigenous significance and have not been included in your reports; Commitment to protect the Lower Landing in its entirety from any site alteration; Detailed study about the impacts this highway will have on Lake Simcoe in particular how it could impact the fisheries as well as the harvesting rights of Indigenous people and their water quality. <p>I appreciate your consideration in this matter and look forward to your response,</p>	<p>When avoidance is not possible, the next priority is to minimize impacts to the extent feasible. The minimization of impacts may be achieved during the design process and through proactive planning measures that provide for the separation of land uses. The Updated Technically Preferred Route has taken into consideration the 2002 Approved Environmental Assessment by maintaining parts of the original alignment and employing similar techniques to minimize the corridor footprint and impact the fewest agricultural buildings, investment and agricultural operations, thereby minimizing the potential impacts to the agricultural land base, agricultural operations, and the agricultural system.</p> <p>When avoidance techniques and minimizing potential impact to agriculture have not achieved the desired effect the next priority is to mitigate any further impact. Potential mitigation measures may include:</p> <ul style="list-style-type: none"> The use of salt management plans to reduce the amount of salt require for de-icing The use of adequate fencing or berms and vegetated features between different land uses to reduce the potential for trespassing and potential vandalism The use of plantings/vegetation as screens and buffers to reduce visual impacts and sounds Implementation of surface and/ or groundwater monitoring in areas where agricultural operations make use of surface or groundwater as part of their normal farm practices Construct or replace agricultural buildings to mitigate the loss of agricultural buildings Provide new wells or other water access for any potential groundwater disruption <p>It should also be noted that there are opportunities for local agricultural operations with the future development of the Bradford Bypass lands. The future development of the Bradford Bypass lands will bring people closer to the agricultural areas and specialty crop areas, market garden, field vegetable areas which will result in increased potential for expanding sales of local vegetable crops from the farm markets.</p>	

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						<p>Additional details on impacts to agricultural lands and proposed mitigation measures and monitoring activities are included in Section 5.2.2 of the Updated Draft EIAR, available on the Project Website:</p> <p>https://www.bradfordbypass.ca/study-process/</p> <p>2. Potential habitat destruction for twelve species at risk including the Blanding's turtle without any commitment to protect these species, their habitat or even to reduce damage. A commitment to do a future study is not good enough.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIAR requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the Preliminary Design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIAR and include:</p>	

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						<ul style="list-style-type: none"> If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017). Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These proposed mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further information on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <p>3. Destruction and damage to a significant Indigenous site, the Lower Landing. The report outlines how a portion of this site will be impacted by construction. Georgina Island has been on record since 1998 that they want this site completely protected. This site is more significant than 95% of existing Canadian heritage sites; therefore, this site must be protected in its entirety and First Nations must be properly engaged as per the United Nations Declaration on the Rights of Indigenous People.</p>	

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						<p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details have been provided in the Updated Draft Environmental Impact Assessment Report.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIA.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>4. Impacts to Lake Simcoe which have not been studied at all despite its headwaters in the Holland Marsh Wetland complex will be the</p>	

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						<p>receiver of pollutants and salt thanks to the Bypass.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>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. The MTO Salt Management Plan outlines salt management operational practices and strategies and Best Management Practices (BMP) in terms of equipment, best practices, materials, storage, testing, storm response, application rules, snow and ice control trainings, snow removal and disposal, and technology review. This includes implementing a balanced approach to the highway salt application based on the amount of snow precipitation and highway conditions.</p> <p>In areas that are particularly sensitive, salt management measures may be necessary to mitigate environmental effects of road salt in accordance with the study objectives utilizing the Code of Practice for Environmental Management of Road Salts released by Environment Canada. The Code of Practice for Environmental Management of Road Salts can be viewed here: https://www.canada.ca/en/environment-climate-change/services/pollutants/road-salts/code-practice-environmental-management.html.</p> <p>In addition, snow removal and disposal will be utilized in accordance with the MECP Guidelines on Snow Disposal and De-icing Operations in Ontario. Further details on MECP's Guidelines on Snow Disposal and De-icing</p>	

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						<p>Operations in Ontario can be found here: https://www.ontario.ca/page/guidelines-snow-disposal-and-de-icing-operations-ontario#:~:text=Ministry%20Approval,if%20special%20circumstances&text=As%20a%20general%20rule%2C%20the.be%20approved%20for%20direct%20disposal.</p> <p>5. Impacts to people's health particularly around air pollution and the contamination of wells and groundwater. Considering that traffic related air pollution is well known to be a contributor to many diseases including cancers, heart disease and respiratory disease, a cumulative health impact study is required.</p> <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAR. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to</p>	

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						<p>redistribute traffic from local roads surrounding the proposed Bradford Bypass to the new corridor and greater freeway network. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads. The alleviation of traffic on local roads benefits the area including but not limited to Town of Bradford West Gwillimbury, community of Holland Landing, Town of East Gwillimbury, and northern King Township by alleviating congestion during peak hours.</p> <p>Recognizing the potential impacts to groundwater and private wells in the Study Area, the Project Team has completed and initial assessment of the groundwater and surficial soils within the Study Area and documented the findings in a Hydrogeological Data Report. In addition, a Water Well Survey was completed and included a review of available secondary should information as well as data from stakeholders in the Study Area regarding their existing water wells.</p> <p>Additional well surveys and a detailed assessment of potential groundwater interference will be completed during future phases of the project. A Construction Dewatering Plan will also be prepared to identify potential impacts to groundwater and measures to be implemented to avoid or mitigate the impacts. In addition, all groundwater taking must adhere to the municipal, regional, provincial and federal policies and any permits or approvals required for the Project will be obtained prior to construction.</p> <p>Impacts to groundwater and proposed mitigation measures and monitoring activities are also summarized in the Updated Draft EIAR (Section 5.1.4).</p> <p>6. Increase in greenhouse gas emissions without a cumulative impact assessment on regional climate.</p> <p>The Project Team has undertaken a Qualitative Climate Change Assessment to assess potential impacts and suggest mitigation options for consideration. The assessment was completed accordance with MECP's</p>	

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						<p>Climate Change Guide (Considering Climate Change in the Environmental Assessment Process, 2017), and considers the project's resilience or vulnerability of the undertaking to changing climatic conditions. Findings are summarized in Section 5.2.6 of the Draft EIA.</p> <p>7. Extend the consultation time past 30 days and give at least 120 days for the public, affected municipalities, Indigenous communities and Indigenous governments time to understand and respond to this lengthy report</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project move forward in an environmentally responsible way that is responsive to the needs and concerns of communities.</p> <p>In accordance with Ontario Regulation 697/21, an initial Draft EIA -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review from starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with the regulation, have recently been finalized and incorporated into an updated Draft EIA. This updated report was posted for an additional 30-day consultation period. The Updated Draft EIA posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project.</p> <p>The Updated EIA was made available on the Project website for an additional 30-day consultation period, from July 13, 2023 until August 14, 2023. The updated draft EIA posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIA and the</p>	

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						<p>Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>8. Mandate a cumulative health impact assessment that will outline specifically the public health costs of this highway due to air pollution, groundwater contamination and increased greenhouse gas emissions due to induced demand</p> <p>As noted in the response to Question #5, the human health implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIAR and the Project Team will continue to evaluate and characterize project-related air quality impacts to health and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts.</p> <p>9. Detailed commitments on protection of species at risk and their habitat within the study area</p> <p>As noted above in the response to Question #2, details on Species at Risk and proposed mitigation measures and monitoring commitments are documented in Section 5.1.1 of the Updated Draft EIAR.</p> <p>10. Commitment to do further field studies about the presence of American Eel and Northern Sunfish - two species that have Indigenous significance and have not been included in your reports</p> <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in</p>	

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						<p>March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observations of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIA.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>11. Commitment to protect the Lower Landing in its entirety from any site alteration</p> <p>In accordance with the Ministry's cultural heritage conservation process and the Ministry's obligations under the Standards and Guidelines for Conservation of Provincial Heritage Properties, 2010 (S&Gs) issued under section 25.2 of the Ontario Heritage Act (OHA) the Ministry has completed a Cultural Heritage Resource Assessment Report (CHRAR) to identify known and potential built heritage resources and cultural heritage landscapes within the Study Area, assess potential impacts and project alternatives and recommend mitigations and next steps. The cultural heritage resource assessment has informed the analysis of environmental conditions undertaken for this project and recorded in the Environmental Conditions Report and the Environmental Impact Assessment Report.</p>	

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						<p>The assessment has identified the Holland River watershed as having potential cultural heritage value or interest (CHVI). As recommended in the Environmental Impact Assessment Report (EIAR) and the CHRAR, a cultural heritage evaluation is being undertaken to determine CHVI for the property. This includes research and evaluation to determine if the property meets criteria in Ontario Regulation 9/06 and/or Ontario Regulation 10/06 of the Ontario Heritage Act to be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance. Research includes, but is not limited to, review of heritage property databases, field review, archives, museums, planning offices and other facilities, archaeological reports, other relevant reports or studies, information from community engagement including input from Indigenous communities, oral histories etc. to provide the historic context of the property including the history of Indigenous communities and post-contact communities.</p> <p>For properties, including the Holland River Watershed, that are determined by the Ministry to meet the criteria in O. Reg. 9/06 or O. Reg. 10/06 of the Ontario Heritage Act and that may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment (HIA) will be prepared to fully assess impacts and propose alternatives and mitigation to conserve the property's CHVI. In accordance with F.5 of the S&Gs, and as committed in Section 5.3.2.2 of the EIAR, if the Ministry determines that a property, including the Holland River Watershed, is a provincial heritage property of provincial significance, the Ministry must obtain the consent of the Minister of Citizenship and Multiculturalism before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. The Minister of Citizenship and Multiculturalism may not grant consent or may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered by the Ministry, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigate adverse</p>	

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						<p>effects on the property resulting from the removal, demolition or the transfer of the property.</p> <p>12. Detailed study about the impacts this highway will have on Lake Simcoe in particular how it could impact the fisheries as well as the harvesting rights of Indigenous people and their water quality.</p> <p>The Ministry has been and will continue to consult with Indigenous communities regarding potential impacts to their Aboriginal and Treaty Rights.</p> <p>The project has been assessed in accordance with the Interim Environmental Guide for Fisheries and the Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings. Following the completion of the impact assessment, it was determined that many of the potential negative effects of the proposed works could be avoided or mitigated at many locations. However, due to the number and size of some of the required new crossings it is anticipated that not all negative effects could be avoided or mitigated entirely. At this time, it is assumed that a Request for Review will need to be submitted to Fisheries and Oceans Canada during Detail Design/ prior to construction.</p> <p>For more information on impacts to Lake Simcoe, please refer to the response to Question 4.</p> <p>Please see below the responses to your questions from June 28, 2023.</p> <p>1. Time and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period?</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities.</p>	

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						<p>In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres. Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations, have recently been finalized and incorporated into an Updated Draft Environmental Impact Assessment Report. This updated report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIAR and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time. The Updated Draft Environmental Impact Assessment Report was available for review on the Project Website (https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p> <p>2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas. In addition, the Project Team has consulted with local and regional municipalities, and the traffic analysis for the proposed Bradford Bypass has considered the planned local transportation and transit improvements to be implemented by others.</p>	

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						<p>The original route planning study (2002 Approved Environmental Assessment – EA) concluded that additional relief from congestion in this Study Area could only be accommodated through the protection and implementation of a provincial right of way.</p> <p>As part of the 2002 Approved EA, the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 Approved EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>For more information on the Analysis and Evaluation of alternatives, refer to Section 2.1.6 of the 2002 Approved EA, which can be found in the enclosed link: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>Further to the conclusion of the 2002 Approved EA, as part of this Preliminary Design study, a traffic analysis was completed and the result of the review has confirmed the need of the highway. This analysis included the review of existing traffic conditions and modelling of future forecast traffic conditions and it has been confirmed that updates to regional and municipal roads alone will not address the transportation needs within the Study Area.</p> <p>Additionally, 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</p>	

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						<p>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.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website. Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area. The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404. Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared</p>	

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						<p>within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p> <p>The development of the analysis and key results from the Traffic Study have been summarized in the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report (EIAR), which were available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023, respectively. The information in the draft EIAR includes the origin and destination locations that were reviewed to determine the average travel time savings during the AM and PM peak hours. Similar to the process undertaken for MTO preliminary design studies, the Traffic Study will be finalized upon study completion and will be available if requested.</p> <p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis.</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>As detailed in the Draft EIAR (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAR).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated</p>	

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						<p>and validated as it closely resembled actual operating conditions.</p> <p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. The model indicates that by expanding to the ultimate 8 lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>For further information about the Traffic Study please refer to the response to Question #3 and Section 4.4 of the Updated Draft EIAR.</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states," the southern portion of the site will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional</p>	

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						<p><i>public and Indigenous community review once completed.</i>" So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <ol style="list-style-type: none"> As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request. Have First Nations be consulted about this part of the plan? Please provide written evidence of their approval of this route. <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details are included in the Updated Draft Environmental Impact Assessment Report available on the Project Website (https://www.bradfordbypass.ca/study-process/) for public review until August 14, 2023.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team completed site specific Stage 3 archaeological assessments for areas within the Study Area that were identified as having archaeological potential in accordance with the Stage 2 archaeological assessments.</p>	

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						<p>It is common practice for Stage 4 archaeology work to be completed during Detail Design. Limiting the impact to Stage 4 archaeological sites where feasible is one of the Project Team's main priorities. As a result, the Project Team will determine the exact impact limits to archaeological sites during subsequent design phases of the project. To avoid unnecessary excavation, the Project Team will then undertake the Stage 4 archaeological assessments. Any Stage 4 field work that will be undertaken must engage interested Indigenous communities.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAR.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project. The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> - Alderville First Nation - Beausoleil First Nation - Chippewas of Georgina Island First Nation - Chippewas of Rama First Nation - Curve Lake First Nation - Hiawatha First Nation - Mississaugas of Scugog Island First Nation - Kawartha Nishnawbe First Nation - Georgian Bay Métis Council, and - Huron-Wendat Nation 	

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						<p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>5. Table 2-2 lays out the 12 species present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do a detailed study later on. This is a good example of study following decision or destruction, and is in violation of the standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIAI requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the preliminary design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIAI and include:</p> <ul style="list-style-type: none"> If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best 	

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						<p>Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1.</p> <ul style="list-style-type: none"> It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017). Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These preliminary mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further detail on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <ol style="list-style-type: none"> The Draft IA report identifies that the Williams Treaties FN reported American Eel and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the federal enforcement. What is Ontario going to do to stand by Canada's obligations to First Nation treaty and consultation rights? Will the American Eel's presence be investigated with new field work. <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species</p>	

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						<p>Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAR.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>6. Please confirm our understanding that has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p>	

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						<p>a. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area." There is no credible groundwater protection water. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAI, and will be carried forward to subsequent phases of the project. The risk of spills during construction of the project will be primarily limited to petroleum products from machinery (fuels and lubricants). The use of best management practices for handling of hydrocarbons according to the Ministry of Environment, Conservation and Parks and the Technical Standards and Safety Authority of the Ministry of Government Services will reduce the potential of environmental adverse effects associated with petroleum product handling and uses. Spillage of petroleum products must be immediately remediated according to these standards such that groundwater quality is not impacted. Mitigation plans will be generated during future phases of work for the project and for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge shall be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p> <p>For more information about the Groundwater Protection and Well Monitoring Plan please refer to Section 5.1.4 of the Updated Draft EIAI.</p>	

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						<p>b. How exactly is the province going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>c. What penalties are contractors going to face for violating the discharge requirements?</p> <p>d. If penalties are not enough to compel adherence, what next?</p> <p>e. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>f. Please confirm is monitoring will continue or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project."</p> <p>The Groundwater Monitoring Program includes groundwater level monitoring and groundwater quality monitoring to establish the pre-construction baseline conditions for comparison of data collected during and post-construction.</p> <p>During the Preliminary Design study, Golder Associates Ltd. (Golder) installed monitoring wells during the ongoing geotechnical investigations. Monitoring is expected to be completed within these same monitoring wells during all future phases of work for the Project, including construction. Residential monitoring wells will also be part of this program if they fall within the Radius of Influence of the excavation dewatering and permission to enter is granted to gain access to monitor the well. Detail Design will inform the need for further groundwater investigations. Penalties for discharging any deleterious substance or material to the lands will vary based on the federal, provincial or municipal legislation that might be violated. Beyond legislated penalties, contractor behavior is monitored by the Ministry and poor behavior may result in additional financial or reputational impacts. The Ministry's process for selecting contractors to support future phases of the work for the project also includes consideration of past performance and assessment of the contractors understanding of the project and sensitivities</p>	

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						<p>within the Study Area. Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>g. Explain what kind of environmental impact would make the project stop; or is any impact acceptable?</p> <p>This government takes environmental protection seriously and is implementing a path forward that will ensure environmental protections are not compromised while building this much needed project quickly and safely. Current work on the Bradford Bypass project will continue to be subject to all conditions under Ontario Regulation 697/21.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team has undertaken several environmental impact assessments to identify and document the potential impacts, proposed mitigation measures, and environmental commitments, which are summarized in the Environmental Impact Assessment Report (EIAR). The Ministry of Transportation must also comply with all current federal and provincial environmental requirements. This includes consultation as set out in the regulation and obtaining permits and approvals for the project prior to the start of construction. Obtaining these permits and approvals, which are mechanisms to help protect the environment, confirms that the ministry has met or surpassed the environmental requirements.</p> <p>h. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>i. Does this meager bit of help extend to those who did not provide baseline information about their well water?</p> <p>j. If there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>MTO will work with owners of water wells who experience issues to determine if the issue is the result of Bradford Bypass project activities.</p>	

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						<p>If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) the Ministry will undertake to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the Ministry, until remediation measures have resolved the issue.</p> <p>A water well survey was completed for the project to determine the pre-construction assessment of private well supplies in the vicinity of the Study Area noted above.</p> <p>Where no response was provided from Property Owners as part of the water well survey, an additional attempt shall be undertaken during Detail Design to contact these owners via mail, email, phone calls, site visit, etc. This information will be used to provide a baseline for water wells prior to the proposed construction to determine existing water quality and quantity of each property.</p> <p>7. How much is this project going to cost?</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>8. When will the Bradford Bypass be completed?</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>The Ontario government is committed to fully funding the construction of the 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.</p> <p>A four-lane configuration is planned to be constructed first with two general purpose lanes in each direction. To plan for the future, the Ministry is also considering the design of an ultimate eight-lane design for the Bradford Bypass. The ultimate, eight-lane configuration for the project will feature</p>	

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						<p>three general purpose lanes and one HOV lanes in each direction.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <ul style="list-style-type: none"> a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health? b. Will you put air quality monitors in Bradford? c. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket? d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there? <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIAI. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the</p>	

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						<p>project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution.</p> <p>Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p> <p>The Project Team is currently utilizing the National Air Pollution Surveillance air quality monitoring stations to assess air quality levels. Five years of existing data sets were analyzed from stations within the region, and the complete data set from the closest station or most representative station for each contaminant of concern was selected to represent the background air quality for the Study Area. Due to the proximity of the Study Area to the Toronto Area, monitoring stations within the City of Toronto were given preference as the one of the most representative locations for the air quality contaminants of concern. As such, Roadside Wallberg – University of Toronto monitoring station, North Downsview monitoring station, Gage Institute monitoring station (all located approximately 38 – 53 km from the Study Area) were used. The nearest monitoring station is in Newmarket.</p> <p>Additional information regarding the assessment of potential air quality impacts have been summarized in Section 2.2.4 and Section 5.2.4 of the Draft EIAR.</p> <p>Land has been designated for the Bradford Bypass since the 2002 Approved EA was completed. As noted above, consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts and is critical to a project's success. The ministry is actively consulting and engaging</p>	

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						<p>with private landowners, developers and school boards within the Study Area. Engagement and consultation has included having a project website and telephone line, having a project contact list for regular project updates, providing notices and correspondence via email, mail, and Ontario Government Notices in local newspapers, hosting public information centres and online events, and holding meetings with Indigenous communities, municipalities, environmental agencies, and stakeholders. More information on the project consultation activities are included in Section 7 of the Updated Draft EIAR.</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification. It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World</p>	

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						<p>Health Organization criteria for contaminants which are much lower and more up-to date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the “lowest concentrations at which an adverse effect may be experienced” as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. The report predicts significant exceedances for NO₂ and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO₂ exceedances may be extremely severe and will impact on the Charter rights and human rights of residents in the study area and beyond without justification for the need for the project.</p> <p>Study Area, MOVES3 data, vehicles and assumptions: In order to model relevant vehicle types within the Air Quality Impact Assessment Study Area, MOVES3 data was input to the model and refinements were made to exclude fuel types such as ethanol given these fuels are not readily available for use in Ontario. Fuel inputs utilized in MOVES3.0 modelling at the time of the assessment included: Fuel Type IDs 1, 2, 3 and 9. ID 5 (ethanol) was not included as flex fuel cars and fuelling stations are not readily available in Ontario. The specific source type fractions utilized for various vehicle types applied within the project study area and the related fraction of expected vehicle usage for both passenger-class vehicles and heavy-class vehicles, including the distribution of vehicle types in the heavy truck vehicle category, were combined to create representative vehicle emission for vehicle class that can reasonable be expected to be in use in 2041. Highway 400/404 corridors were included in the Air Quality Impact Assessment. The full air quality study area is shown in Figure 2-9 of the Updated Draft EIAR and demonstrates that the air quality study area included emission sources within the boundary of assessment, including but not limited to Highway 400 (500 m south of Rural Rd. 88 to 500 m north of Concession Rd. 11), Highway 404 (500 m south of Queensville Sideroad E to 500 m north of Boag Road), the entirety of the proposed</p>	

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						<p>Bradford Bypass, Bridge Street, Holland Street W, 10th Sideroad, Young Street/Barrie Street, and Queensville Sideroad.</p> <p>Traffic distributions and truck traffic: The same Average Annual Daily Traffic (AADT) were used for all scenarios. AADT values for each air quality emission source vary between the three scenarios evaluated based on projected existing traffic within the study area, and future no-build and build traffic projections however the same 24-hour traffic distribution percentages were applied. Three representative 24-hour distribution percentages were applied to the air quality emission sources. These were applied to a given source of emission depending on the type of road in question, e.g. a "Leslie St." 24-hour distribution was applied to air quality emission sources which were categorized as community arterial roads; a "HWY 400" 24-hour distribution was applied to air quality emission sources categorized as highways; and, a "2nd Concession Rd" 24-hour distribution was applied to rural roads. These same 24-hr distributions were applied to the assigned source for all three scenarios of evaluation (existing conditions, future no-build, and future build).</p> <p>Fuel usage distribution [i.e. diesel, gasoline, CNG, etc.] and vehicle age distribution within each vehicle type category were modelled based on MOVES3.0 default fuel use and age distribution database inputs assigned to the year of evaluation. Heavy truck traffic was included in the modelling with a percentage assigned to each air quality emission source anticipated from this vehicle type.</p> <p>Health Impacts, Critical Receptors and Background/Study Area Monitoring Data: The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAR.</p> <p>The Project Team is aware some critical receptors have been identified as 'missing' by a number of stakeholders. Having reviewed the data, these 'missing' receptors were included as residences in the Air Quality Impact Assessment. Potential impacts at the 'missing' receptors</p>	

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						<p>within the Air Quality Impact Assessment Study Area are reflected in the assessment by other, nearby critical receptors and receptors identified on Figure 2-9 and 2-10 of the Updated Draft EIAR.</p> <p>The approach to identifying representative air quality levels is conservative and often ensures the worst-case conditions are reflected so as to not under-represent conditions within a study area; i.e. background air quality contaminant levels included within the assessment may be representative or higher than expected for the area in question.</p> <p>While it is recognized that localized in-situ monitoring may provide more accurate data, use of existing monitoring stations within the NAPS network for statistically relevant background monitoring data is a generally accepted and conservative methodology for provincial environmental impact air quality assessments. Stations selected for the background air quality assessment were chosen based on total data availability over a most recent five-year period as a minimum of 12 months of daily and hourly data is required to ensure statistical relevance. Stations were also selected based on their proximity to the air quality study area with the meteorological station selected as representative of the air quality study area within 15 km north-west of the air quality study area. Stations must also be a relative representation of similar types of existing sources of air quality emission in the study area and it is notable that the meteorological station selected as representative of air quality in the study area was provided by the MECP in site-specific MET data requested for the project modelling.</p> <p>12. Many alternatives have not been considered, including: extending and widening Green Lane to six lanes to Highway 400 including service roads, bridges and traffic circles is economically a much better idea that will cost less and does not use up any farm land, wetland or have any major river crossings. It will better serve and reduce the local and provincial traffic. Nobody from King Township, Whitchurch, Oak Ridges, Aurora, Newmarket and East Gwillimbury is going to drive north of Queensville to use the bypass that is being</p>	

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						<p>planned as it is not in the center of the population. Where are the results of the Origin Destination Study that was requested? Where is the Study for Local Network Improvements that was requested? Where is the study covering upstream pollution?</p> <p>The Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period and is available on the Project website. For more information on the Environmental Conditions of the Study Area, please refer to Section 2 of the Updated Draft EIAR</p> <p>The Holland Marsh Wetland Complex extends beyond the Bradford Bypass corridors and consists of over 3,000 hectares (ha) of designated wetland area. Currently the Bradford Bypass corridor will cross approximately 12.73 ha which accounts for only 4 percent of the entire Provincially Significant Wetland (PSW) area. The crossing locations were chosen because they are consistent with the Ministry's effort to minimize impacts to this sensitive wetland and are among the narrowest portions of Holland Marsh. A portion of the crossing will be accommodated on an elevated structure in order to provide marine navigation clearance over the Holland River and Holland River East Branch below. The Project team is carrying forward commitments made in the 2002-approved EA to span all provincially significant wetlands within the study limits.</p> <p>The Project Team will continue to carefully consider all impacts to wetland areas and will continue to work with Indigenous communities, 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 Bradford Bypass Project will continue to look at opportunities to minimize impacts to these wetlands through engineering refinements.</p> <p>For more information on the assessment of alternative routes, please refer to the response to question #3.</p>	

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						<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-63	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR Comments	June 27, 2023	We enclose our comments and request a read receipt. [REDACTED]	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>1. Time and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period?</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities. In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres. Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations, have recently been finalized and incorporated into an Updated Draft Environmental Impact Assessment Report. This updated report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIAR and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>The Updated Draft Environmental Impact Assessment Report was available for review on the Project Website (https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p>	No.

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						<p>2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas. In addition, the Project Team has consulted with local and regional municipalities, and the traffic analysis for the proposed Bradford Bypass has considered the planned local transportation and transit improvements to be implemented by others.</p> <p>The original route planning study (2002 Approved Environmental Assessment – EA) concluded that additional relief from congestion in this Study Area could only be accommodated through the protection and implementation of a provincial right of way.</p> <p>As part of the 2002 Approved EA, the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 Approved EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p>	

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						<p>For more information on the Analysis and Evaluation of alternatives, refer to Section 2.1.6 of the 2002 Approved EA, which can be found in the enclosed link: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>Further to the conclusion of the 2002 Approved EA, as part of this Preliminary Design study, a traffic analysis was completed and the result of the review has confirmed the need of the highway. This analysis included the review of existing traffic conditions and modelling of future forecast traffic conditions and it has been confirmed that updates to regional and municipal roads alone will not address the transportation needs within the Study Area.</p> <p>Additionally, 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.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved</p>	

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						<p>Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404.</p> <p>Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p> <p>The development of the analysis and key results from the Traffic Study have been summarized in the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report (EIAR), which were available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023, respectively. The information in the draft EIAR includes the origin and destination locations that were reviewed to determine the average travel time savings during the AM and PM peak hours. Similar to the process undertaken for MTO preliminary design studies, the Traffic Study will be finalized upon study completion and will be available if requested.</p> <p>a. Please share the links and the methodology, transparently, so that</p>	

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						<p>people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis.</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>As detailed in the Draft EIAR (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAR).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p> <p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. The model indicates that by expanding to the ultimate 8 lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>For further information about the Traffic Study please refer to the response to Question #3 and Section 4.4 of the Updated Draft EIAR.</p>	

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						<p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states, "the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, <i>"Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed."</i> So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request.</p> <p>b. Have First Nations be consulted about this part of the plan? Please provide</p>	

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						<p>written evidence of their approval of this route.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details are included in the Updated Draft Environmental Impact Assessment Report available on the Project Website (https://www.bradfordbypass.ca/study-process/) for public review until August 14, 2023.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team completed site specific Stage 3 archaeological assessments for areas within the Study Area that were identified as having archaeological potential in accordance with the Stage 2 archaeological assessments.</p> <p>It is common practice for Stage 4 archaeology work to be completed during Detail Design. Limiting the impact to Stage 4 archaeological sites where feasible is one of the Project Team's main priorities. As a result, the Project Team will determine the exact impact limits to archaeological sites during subsequent design phases of the project. To avoid unnecessary excavation, the Project Team will then undertake the Stage 4 archaeological assessments. Any Stage 4 field work that will be undertaken must engage interested Indigenous communities.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage</p>	

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						<p>attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIA.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project. The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> - Alderville First Nation - Beausoleil First Nation - Chippewas of Georgina Island First Nation - Chippewas of Rama First Nation - Curve Lake First Nation - Hiawatha First Nation - Mississaugas of Scugog Island First Nation - Kawartha Nishnawbe First Nation - Georgian Bay Métis Council, and - Huron-Wendat Nation <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>5. Table 2-2 lays out the 12 species present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do a detailed study later on. This is a good example of study following decision or destruction, and is in violation of the standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIA requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work,</p>	

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						<p>additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the preliminary design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures. For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIAR and include:</p> <ul style="list-style-type: none"> • If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. • It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017). • Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These preliminary mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further detail on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p>	

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						<p>a. The Draft IA report identifies that the Williams Treaties FN reported American Eel and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the federal enforcement.</p> <p>b. What is Ontario going to do to stand by Canada's obligations to First Nation treaty and consultation rights?</p> <p>c. Will the American Eel's presence be investigated with new field work.</p> <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIA.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of</p>	

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						<p>2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>6. Please confirm our understanding that has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>a. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area." There is no credible groundwater protection water. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>The risk of spills during construction of the project will be primarily limited to petroleum products from machinery (fuels and lubricants). The use of best management practices for handling of hydrocarbons according to the Ministry of Environment, Conservation and Parks and the</p>	

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						<p>Technical Standards and Safety Authority of the Ministry of Government Services will reduce the potential of environmental adverse effects associated with petroleum product handling and uses. Spillage of petroleum products must be immediately remediated according to these standards such that groundwater quality is not impacted. Mitigation plans will be generated during future phases of work for the project and for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge shall be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p> <p>For more information about the Groundwater Protection and Well Monitoring Plan please refer to Section 5.1.4 of the Updated Draft EIAR.</p> <p>b. How exactly is the province going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>c. What penalties are contractors going to face for violating the discharge requirements?</p> <p>d. If penalties are not enough to compel adherence, what next?</p> <p>e. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>f. Please confirm is monitoring will continue or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project."</p> <p>The Groundwater Monitoring Program includes groundwater level monitoring and groundwater quality</p>	

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						<p>monitoring to establish the pre-construction baseline conditions for comparison of data collected during and post-construction.</p> <p>During the Preliminary Design study, Golder Associates Ltd. (Golder) installed monitoring wells during the ongoing geotechnical investigations. Monitoring is expected to be completed within these same monitoring wells during all future phases of work for the Project, including construction. Residential monitoring wells will also be part of this program if they fall within the Radius of Influence of the excavation dewatering and permission to enter is granted to gain access to monitor the well. Detail Design will inform the need for further groundwater investigations. Penalties for discharging any deleterious substance or material to the lands will vary based on the federal, provincial or municipal legislation that might be violated. Beyond legislated penalties, contractor behavior is monitored by the Ministry and poor behavior may result in additional financial or reputational impacts. The Ministry's process for selecting contractors to support future phases of the work for the project also includes consideration of past performance and assessment of the contractors understanding of the project and sensitivities within the Study Area. Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>g. Explain what kind of environmental impact would make the project stop; or is any impact acceptable?</p> <p>This government takes environmental protection seriously and is implementing a path forward that will ensure environmental protections are not compromised while building this much needed project quickly and safely. Current work on the Bradford Bypass project will continue to be subject to all conditions under Ontario Regulation 697/21.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team has undertaken several environmental impact assessments to identify and document the potential impacts, proposed mitigation measures, and environmental commitments, which are summarized in the Environmental Impact Assessment Report (EIAR).</p>	

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						<p>The Ministry of Transportation must also comply with all current federal and provincial environmental requirements. This includes consultation as set out in the regulation and obtaining permits and approvals for the project prior to the start of construction. Obtaining these permits and approvals, which are mechanisms to help protect the environment, confirms that the ministry has met or surpassed the environmental requirements.</p> <p>h. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>i. Does this meager bit of help extend to those who did not provide baseline information about their well water?</p> <p>j. If there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>MTO will work with owners of water wells who experience issues to determine if the issue is the result of Bradford Bypass project activities.</p> <p>If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) the Ministry will undertake to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the Ministry, until remediation measures have resolved the issue.</p> <p>A water well survey was completed for the project to determine the pre-construction assessment of private well supplies in the vicinity of the Study Area noted above.</p> <p>Where no response was provided from Property Owners as part of the water well survey, an additional attempt shall be undertaken during Detail Design to contact these owners via mail, email, phone calls, site visit, etc. This information will be used to provide a baseline for water wells prior to the proposed construction to determine existing water quality and quantity of each property.</p>	

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						<p>7. How much is this project going to cost?</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>8. When will the Bradford Bypass be completed?</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>The Ontario government is committed to fully funding the construction of the 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.</p> <p>A four-lane configuration is planned to be constructed first with two general purpose lanes in each direction. To plan for the future, the Ministry is also considering the design of an ultimate eight-lane design for the Bradford Bypass. The ultimate, eight-lane configuration for the project will feature three general purpose lanes and one HOV lanes in each direction.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <p>a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health?</p> <p>b. Will you put air quality monitors in Bradford?</p>	

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						<p>c. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket?</p> <p>d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there?</p> <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIAI. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution.</p> <p>Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and</p>	

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						<p>Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p> <p>The Project Team is currently utilizing the National Air Pollution Surveillance air quality monitoring stations to assess air quality levels. Five years of existing data sets were analyzed from stations within the region, and the complete data set from the closest station or most representative station for each contaminant of concern was selected to represent the background air quality for the Study Area. Due to the proximity of the Study Area to the Toronto Area, monitoring stations within the City of Toronto were given preference as the one of the most representative locations for the air quality contaminants of concern. As such, Roadside Wallberg – University of Toronto monitoring station, North Downsview monitoring station, Gage Institute monitoring station (all located approximately 38 – 53 km from the Study Area) were used. The nearest monitoring station is in Newmarket. Additional information regarding the assessment of potential air quality impacts have been summarized in Section 2.2.4 and Section 5.2.4 of the Draft EIAI.</p> <p>Land has been designated for the Bradford Bypass since the 2002 Approved EA was completed. As noted above, consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts and is critical to a project's success. The ministry is actively consulting and engaging with private landowners, developers and school boards within the Study Area. Engagement and consultation has included having a project website and telephone line, having a project contact list for regular project updates, providing notices and correspondence via email, mail, and Ontario Government Notices in local newspapers, hosting public information centres and online events, and holding meetings with Indigenous communities, municipalities, environmental agencies, and stakeholders. More information on the project consultation activities are included in Section 7 of the Updated Draft EIAI.</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a</p>	

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						<p>significant component of air pollution load. The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification. It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQCs represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. The report predicts significant exceedances for NO2 and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO2 exceedances may be extremely severe and will impact on the Charter rights and human rights</p>	

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						<p>of residents in the study area and beyond without justification for the need for the project.</p> <p>Study Area, MOVES3 data, vehicles and assumptions: In order to model relevant vehicle types within the Air Quality Impact Assessment Study Area, MOVES3 data was input to the model and refinements were made to exclude fuel types such as ethanol given these fuels are not readily available for use in Ontario. Fuel inputs utilized in MOVES3.0 modelling at the time of the assessment included: Fuel Type IDs 1, 2, 3 and 9. ID 5 (ethanol) was not included as flex fuel cars and fuelling stations are not readily available in Ontario. The specific source type fractions utilized for various vehicle types applied within the project study area and the related fraction of expected vehicle usage for both passenger-class vehicles and heavy-class vehicles, including the distribution of vehicle types in the heavy truck vehicle category, were combined to create representative vehicle emission for vehicle class that can reasonable be expected to be in use in 2041. Highway 400/404 corridors were included in the Air Quality Impact Assessment. The full air quality study area is shown in Figure 2-9 of the Updated Draft EIAR and demonstrates that the air quality study area included emission sources within the boundary of assessment, including but not limited to Highway 400 (500 m south of Rural Rd. 88 to 500 m north of Concession Rd. 11), Highway 404 (500 m south of Queensville Sideroad E to 500 m north of Boag Road), the entirety of the proposed Bradford Bypass, Bridge Street, Holland Street W, 10th Sideroad, Young Street/Barrie Street, and Queensville Sideroad.</p> <p>Traffic distributions and truck traffic: The same Average Annual Daily Traffic (AADT) were used for all scenarios. AADT values for each air quality emission source vary between the three scenarios evaluated based on projected existing traffic within the study area, and future no-build and build traffic projections however the same 24-hour traffic distribution percentages were applied. Three representative 24-hour distribution percentages were applied to the air quality emission sources. These were applied to a given source of emission depending on the type of road in question, e.g. a "Leslie St." 24-hour distribution was applied to air quality emission sources which were categorized as community</p>	

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						<p>arterial roads; a "HWY 400" 24-hour distribution was applied to air quality emission sources categorized as highways; and, a "2nd Concession Rd" 24-hour distribution was applied to rural roads. These same 24-hr distributions were applied to the assigned source for all three scenarios of evaluation (existing conditions, future no-build, and future build).</p> <p>Fuel usage distribution [i.e. diesel, gasoline, CNG, etc.] and vehicle age distribution within each vehicle type category were modelled based on MOVES3.0 default fuel use and age distribution database inputs assigned to the year of evaluation. Heavy truck traffic was included in the modelling with a percentage assigned to each air quality emission source anticipated from this vehicle type.</p> <p>Health Impacts, Critical Receptors and Background/Study Area Monitoring Data: The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAR.</p> <p>The Project Team is aware some critical receptors have been identified as 'missing' by a number of stakeholders. Having reviewed the data, these 'missing' receptors were included as residences in the Air Quality Impact Assessment. Potential impacts at the 'missing' receptors within the Air Quality Impact Assessment Study Area are reflected in the assessment by other, nearby critical receptors and receptors identified on Figure 2-9 and 2-10 of the Updated Draft EIAR.</p> <p>The approach to identifying representative air quality levels is conservative and often ensures the worst-case conditions are reflected so as to not under-represent conditions within a study area; i.e. background air quality contaminant levels included within the assessment may be representative or higher than expected for the area in question.</p> <p>While it is recognized that localized in-situ monitoring may provide more accurate data, use of existing monitoring stations within the NAPS network for statistically relevant background monitoring data is a generally accepted and</p>	

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						<p>conservative methodology for provincial environmental impact air quality assessments. Stations selected for the background air quality assessment were chosen based on total data availability over a most recent five-year period as a minimum of 12 months of daily and hourly data is required to ensure statistical relevance. Stations were also selected based on their proximity to the air quality study area with the meteorological station selected as representative of the air quality study area within 15 km north-west of the air quality study area. Stations must also be a relative representation of similar types of existing sources of air quality emission in the study area and it is notable that the meteorological station selected as representative of air quality in the study area was provided by the MECP in site-specific MET data requested for the project modelling.</p> <p>12. Many alternatives have not been considered, including: extending and widening Green Lane to six lanes to Highway 400 including service roads, bridges and traffic circles is economically a much better idea that will cost less and does not use up any farm land, wetland or have any major river crossings. It will better serve and reduce the local and provincial traffic. Nobody from King Township, Whitchurch, Oak Ridges, Aurora, Newmarket and East Gwillimbury is going to drive north of Queensville to use the bypass that is being planned as it is not in the center of the population. Where are the results of the Origin Destination Study that was requested? Where is the Study for Local Network Improvements that was requested? Where is the study covering upstream pollution?</p> <p>The Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period and is available on the Project website. For more information on the Environmental Conditions of the Study Area, please refer to Section 2 of the Updated Draft EIAR</p>	

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						<p>The Holland Marsh Wetland Complex extends beyond the Bradford Bypass corridors and consists of over 3,000 hectares (ha) of designated wetland area. Currently the Bradford Bypass corridor will cross approximately 12.73 ha which accounts for only 4 percent of the entire Provincially Significant Wetland (PSW) area. The crossing locations were chosen because they are consistent with the Ministry's effort to minimize impacts to this sensitive wetland and are among the narrowest portions of Holland Marsh. A portion of the crossing will be accommodated on an elevated structure in order to provide marine navigation clearance over the Holland River and Holland River East Branch below. The Project team is carrying forward commitments made in the 2002-approved EA to span all provincially significant wetlands within the study limits.</p> <p>The Project Team will continue to carefully consider all impacts to wetland areas and will continue to work with Indigenous communities, 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 Bradford Bypass Project will continue to look at opportunities to minimize impacts to these wetlands through engineering refinements.</p> <p>For more information on the assessment of alternative routes, please refer to the response to question #3.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-64	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 27, 2023	<p>Dear Sirs,</p> <p>We have many concerns with this project, the process it is following, and this report is no different. Please answer our questions below.</p> <ol style="list-style-type: none"> 1. Timing and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period? 2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built. 3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway. <ol style="list-style-type: none"> a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis. For instance this meaningless babble from 	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>1. Time and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period?</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities. In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres. Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations, have recently been finalized and incorporated into an Updated Draft Environmental Impact Assessment Report. This updated report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIAR and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>The Updated Draft Environmental Impact Assessment Report was available for review on the Project Website (https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p>	No

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					<p>pg. 334:</p> <p><i>On average, between the various origin-destination pairs using the Bradford Bypass in the peak direction during the peak period, would save up to 73% or 35 minutes of travel time when connecting between Highway 403 and Highway 404 compared to existing routes or the no build scenario.</i></p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "<i>Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed.</i>" The Draft IA states, "the southern portion of the site ... will be impacted by construction. Stage 4 Archaeological Assessment excavation plans will be submitted to the Ministry of Citizenship and Multiculturalism and Indigenous communities prior to the Stage 4 excavation being conducted," (pg 395).</p> <p>So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the completed stage 4 archaeological assessment of the Lower</p>	<p>2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas. In addition, the Project Team has consulted with local and regional municipalities, and the traffic analysis for the proposed Bradford Bypass has considered the planned local transportation and transit improvements to be implemented by others.</p> <p>The original route planning study (2002 Approved Environmental Assessment – EA) concluded that additional relief from congestion in this Study Area could only be accommodated through the protection and implementation of a provincial right of way.</p> <p>As part of the 2002 Approved EA, the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 Approved EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p>	

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					<p>Landing and the endorsement of the First Nations. Thanks [REDACTED]</p>	<p>For more information on the Analysis and Evaluation of alternatives, refer to Section 2.1.6 of the 2002 Approved EA, which can be found in the enclosed link: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>Further to the conclusion of the 2002 Approved EA, as part of this Preliminary Design study, a traffic analysis was completed and the result of the review has confirmed the need of the highway. This analysis included the review of existing traffic conditions and modelling of future forecast traffic conditions and it has been confirmed that updates to regional and municipal roads alone will not address the transportation needs within the Study Area.</p> <p>Additionally, 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.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved</p>	

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						<p>Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404.</p> <p>Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p> <p>The development of the analysis and key results from the Traffic Study have been summarized in the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report (EIAR), which were available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023, respectively. The information in the draft EIAR includes the origin and destination locations that were reviewed to determine the average travel time savings during the AM and PM peak hours. Similar to the process undertaken for MTO preliminary design studies,</p>	

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						<p>the Traffic Study will be finalized upon study completion and will be available if requested.</p> <p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis.</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>As detailed in the Draft EIAR (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAR).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p> <p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. The model indicates that by expanding to the ultimate 8 lane configuration (implementing another general purpose</p>	

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						<p>lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>For further information about the Traffic Study please refer to the response to Question #3 and Section 4.4 of the Updated Draft EIAR.</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states," the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is</p>	

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						<p>obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request.</p> <p>b. Have First Nations be consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details are included in the Updated Draft Environmental Impact Assessment Report available on the Project Website (https://www.bradfordbypass.ca/study-process/) for public review until August 14, 2023.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team completed site specific Stage 3 archaeological assessments for areas within the Study Area that were identified as having archaeological potential in accordance with the Stage 2 archaeological assessments.</p> <p>It is common practice for Stage 4 archaeology work to be completed during Detail Design. Limiting the impact to Stage 4 archaeological sites where feasible is one of the Project Team's main priorities. As a result, the Project Team will determine the exact impact limits to archaeological sites during subsequent design phases of the project. To avoid unnecessary excavation, the Project Team will then undertake the Stage 4 archaeological assessments. Any Stage 4 field work that will be undertaken must engage interested Indigenous communities.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland</p>	


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						<p>River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAR.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> - Alderville First Nation - Beausoleil First Nation - Chippewas of Georgina Island First Nation - Chippewas of Rama First Nation - Curve Lake First Nation - Hiawatha First Nation - Mississaugas of Scugog Island First Nation - Kawartha Nishnawbe First Nation - Georgian Bay Métis Council, and - Huron-Wendat Nation <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p>	

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

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CT-DraftEIAR-65	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 27, 2023	<p>Hello,</p> <p>I feel there has been insufficient time and consolation forth the proposed Bradford Bypass.</p> <p>Please give the public enough time to be consulted and informed about large public expenditure.</p> <p>Thank you</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities.</p> <p>In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review from starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations have been incorporated into an Updated Draft EIAR that was available for public review on the Project Website until August 14, 2023: https://www.bradfordbypass.ca/study-process/. As the initial Draft EIAR and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>	No

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					<p>2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis. For instance this meaningless babble from pg. 334:</p> <p><small>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 77% or 35 minutes of travel time when connecting between Highway 400 and highway 404 compared to existing routes in the No Build scenario.</small></p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states, "the southern portion of</p>	<p>(https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p> <p>2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas. In addition, the Project Team has consulted with local and regional municipalities, and the traffic analysis for the proposed Bradford Bypass has considered the planned local transportation and transit improvements to be implemented by others.</p> <p>The original route planning study (2002 Approved Environmental Assessment – EA) concluded that additional relief from congestion in this Study Area could only be accommodated through the protection and implementation of a provincial right of way.</p> <p>As part of the 2002 Approved EA, the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 Approved EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to</p>	

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					<p>the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p>  <p>Highway is still too close to the Lower Landing. The Lower Landing is in the area of WC-25 in the image above. This clip of a map shows Provincially significant wetlands (orange); unevaluated wetlands (blue); cold water fish habitat (black) and warm (pink); Original / full map available on pg 55 of Draft IA report.</p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope</p>	<p>residential and natural areas when compared to other route options considered.</p> <p>For more information on the Analysis and Evaluation of alternatives, refer to Section 2.1.6 of the 2002 Approved EA, which can be found in the enclosed link: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>Further to the conclusion of the 2002 Approved EA, as part of this Preliminary Design study, a traffic analysis was completed and the result of the review has confirmed the need of the highway. This analysis included the review of existing traffic conditions and modelling of future forecast traffic conditions and it has been confirmed that updates to regional and municipal roads alone will not address the transportation needs within the Study Area.</p> <p>Additionally, 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.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent</p>	

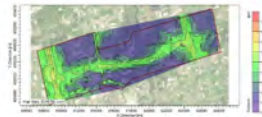
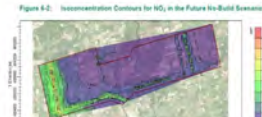
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					<p>that another will be selected." Is Ontario still ignoring this request?</p> <p>b. Have First Nations been consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>5. Species at Risk</p> <p>a. Table 2-2 lays out the 12 species at risk present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do detailed study later on. This is a good example of study following decision or destruction, and is in violation of standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>b. There is a requirement for the Minister of the Department of Fisheries and Oceans to consider, when making certain decisions related to the fish and fish habitat protection (and pollution prevention) provisions of the Act, the Indigenous knowledge of the Indigenous peoples of Canada that has been provided to the Minister (34.1(1) (g) of the Fisheries Act); and,</p> <p>c. Requirement to protect the confidentiality of Indigenous knowledge that is provided to the Minister in confidence, except under limited circumstances (subsection 61.2 (1) of the Fisheries Act)."</p> <p>d. The Draft IA report identifies that the Williams Treaties FN reported American Eel https://www.dfo-mpo.gc.ca/species-especes/publications/sara-lep/eel-anquille/index-eng.html and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the Federal enforcement.</p> <p>i. What is Ontario going to do to stand by Canada's obligations to First Nations treaty and consultation rights?</p>	<p>with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404.</p> <p>Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p> <p>The development of the analysis and key results from the Traffic Study have been summarized in the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report (EIAR), which were available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023, respectively. The information in the draft EIAR includes the origin and destination locations</p>	

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					<p>ii. Will the American Eel's presence be investigated with new fieldwork?</p> <p>6. There are many concerns related to surface water and groundwater.</p> <p>a. Please confirm our understanding that there has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>b. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for the elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area," p 295. There is no credible groundwater protection plan. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>c. HOW exactly is the province (MoECP) going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>d. What penalties are contractors going to face for violating the discharge requirements?</p> <p>e. If penalties are not enough to compel adherence, what next?</p> <p>f. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>g. Please confirm if monitoring will continue, or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project" P. 79.</p> <p>h. Explain what kind of environmental impact would make this project stop; or is any impact acceptable?</p> <p>i. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p>	<p>that were reviewed to determine the average travel time savings during the AM and PM peak hours. Similar to the process undertaken for MTO preliminary design studies, the Traffic Study will be finalized upon study completion and will be available if requested.</p> <p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis.</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>As detailed in the Draft EIAR (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAR).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p> <p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate</p>	

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					<p>i.Does this meager bit of help get extended to those who did not provide baseline information about their well water?</p> <p>ii.Is there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>7. How much is this project going to cost?</p> <p>8. When will the Bradford Bypass be completed?</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <p>a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health?</p> <p>b. Will you put air quality monitors in Bradford?</p> <p>c. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket?</p> <p>d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there?</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. In order to understand traffic related air pollution, relevant vehicle types and assumptions need to be used. The air dispersion modeling report simply indicates that MOVES3 default data was used – but</p>	<p>at acceptable LOS D in the interim four lane configuration. The model indicates that by expanding to the ultimate 8 lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>For further information about the Traffic Study please refer to the response to Question #3 and Section 4.4 of the Updated Draft EIAR.</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states," the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the</p>	

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					<p>the EPA has emphasized the need to include relevant vehicle type inputs into the model.</p> <p>The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The air dispersion modeling report states that the vehicle type distributions were based on MOVES3.0 default database inputs even though there are no such inputs. It also says that the 24 hour traffic distribution was assumed to be equal to the AADT distribution. However the consultant appeared to use different AADT distributions for different scenarios without explanation and the distributions differed significantly as between build and no build scenarios. Mitigation in the form of frequent diesel heavy truck vehicle emission inspections should be included as a mitigation measure to ensure that newer vehicle emissions systems are not being tampered with. The air dispersion modeling report indicates that ethanol based fuels were excluded even though this goes against EPA recommendations for using the model. The report lacks transparency about assumptions made about future vehicle fleet characteristics for both passenger vehicles and heavy trucks. The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 – as the model</p>	<p>lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request.</p> <p>b. Have First Nations be consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details are included in the Updated Draft Environmental Impact Assessment Report available on the Project Website (https://www.bradfordbypass.ca/study-process/) for public review until August 14, 2023.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team completed site specific Stage 3 archaeological assessments for areas within the Study Area that were identified as having archaeological potential in accordance with the Stage 2 archaeological assessments.</p> <p>It is common practice for Stage 4 archaeology work to be completed during Detail Design. Limiting the impact to Stage 4 archaeological sites where feasible is one of the Project Team's main priorities. As a result, the Project Team will determine the exact impact limits to archaeological sites during subsequent design phases of the project. To avoid unnecessary excavation, the Project Team will then undertake the Stage 4 archaeological assessments. Any Stage 4 field work that will be undertaken must engage interested Indigenous communities.</p>	

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					<p>predicts – then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the “air quality study area” was restricted to the bypass corridor itself without any explanation or justification.</p> <p>It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. Using existing monitors in Innisfil, Newmarket and other distant and irrelevant locations is not justifiable. For the air dispersion modeling, MTO appears to be relying on these distant locations (eg. Egbert) for preparation of the wind rose as well, even though meteorological conditions in the study area may be markedly different. MTO also did not identify numerous recreational and daycare facilities adjacent to the Bradford Bypass corridor which were identified by Simcoe County Greenbelt Coalition. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people’s health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to-date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the “lowest concentrations at which an adverse effect may be experienced” as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other</p>	<p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource’s identified heritage attributes and propose alternatives and mitigation to conserve the property’s Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAR.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project’s success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> - Alderville First Nation - Beausoleil First Nation - Chippewas of Georgina Island First Nation - Chippewas of Rama First Nation - Curve Lake First Nation - Hiawatha First Nation - Mississaugas of Scugog Island First Nation - Kawartha Nishnawbe First Nation - Georgian Bay Métis Council, and - Huron-Wendat Nation <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>5. Table 2-2 lays out the 12 species present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see</p>	

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					<p>impacts. These are described in the report by the Canadian Association of Physicians for the Environment (April 2022) Mobilizing Evidence report. The report predicts significant exceedances for NO2 and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO2 exceedances may be extremely severe and will impact on the <i>Charter</i> rights and human rights of residents in the study area and beyond without justification for the need for the project.</p> <p>Figure 8-1-1: Isocentration Contours for NO₂ in the Future Build Scenario</p>  <p>Figure 8-2: Isocentration Contours for NO₂ in the Future No-Build Scenario</p>  <p>Source: Air Quality Impact Assessment Report – AECOM. The Air Quality Impact Assessment concluded that: Impacts from the Future Build Conditions with the new Bradford Bypass on a cumulative basis within the Air Quality Study Area increases in comparison to a No-Build scenario for several contaminants and their respective averaging periods. This is predominately due to increased traffic</p>	<p>is to do a detailed study later on. This is a good example of study following decision or destruction, and is in violation of the standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIAR requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the preliminary design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIAR and include:</p> <ul style="list-style-type: none"> If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to 	

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					<p>along the Bradford Bypass, where in a No-Build scenario this traffic is dispersed along Holland Street and Bridget Street and within communities to the south of the Air Quality Study Area (for example, demonstrated in the traffic reporting related to this project). This included significant increases in NO₂, SO₂, PM_{2.5}, Acetaldehyde, Benzo(a)pyrene, and formaldehyde and some increases in CO. Maximum concentrations which are relevant for acute events also show significant increases, for example a 49% increase in SO₂ and more than 50% increases in fine and large particulates, acetaldehyde, formaldehyde etc. for critical receptor number 19 (other receptors' models were not displayed in a comparable manner). The results indicated that for NO₂, 1 hour averages 80% of the hours in the future build scenario would have a cumulative concentration above the CAAQS limit of 79 ppm and a 100% of hours would exceed the AAQC for benzo(a)pyrene. In relation to GHGs, the MTO failed to incorporate induced demand in the future build scenario to calculate additional vehicle kilometers traveled that would be induced by the highway, and failed to give a transparent total vehicle assumption or a vehicle emissions factor. In any event the air quality impact assessment predicts that the proposed highway would be a significant contributor to regional GHG emissions even without incorporating the effect of induced demand. No mitigation measures are proposed to address the increase in greenhouse gas emissions from the project which will lead to catastrophic climate disaster for all of humanity and the planet.</p> <p>12. Extending and widening GREEN LANE to SIX LANES to highway 400 including service roads, bridges and traffic circles is</p>	<p>April 1. Fencing should be installed immediately after stockpiles are created if after April 1.</p> <ul style="list-style-type: none"> It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017). Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These preliminary mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further detail on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <p>a. The Draft IA report identifies that the Williams Treaties FN reported American Eel and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the federal enforcement.</p> <p>b. What is Ontario going to do to stand by Canada's obligations to First Nation treaty and consultation rights?</p> <p>c. Will the American Eel's presence be investigated with new field work.</p> <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species</p>	

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					<p>economically a much better idea that will cost less and does not use up any farm land, wetland or have any major river crossings. It will better serve and reduce the local and provincial traffic. Nobody from King Township, Whitchurch, Oak Ridges, Aurora, Newmarket and East Gwillimbury is going to drive north of Queensville to use the bypass that is being planned as it is not in the center of the population. Where are the results of the Origin Destination Study that was requested? Where is the Study for Local Network Improvements that was requested.? Where is the study covering upstream pollution.?</p> <p>We look forward to hearing back from the project team with answers to our questions. Enjoy the day,</p> <p>[REDACTED]</p>	<p>Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAR.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>6. Please confirm our understanding that has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses,</p>	

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						<p>erosion and sediment control and spills prevention and protection measures.</p> <p>a. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area." There is no credible groundwater protection water. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIA, and will be carried forward to subsequent phases of the project.</p> <p>The risk of spills during construction of the project will be primarily limited to petroleum products from machinery (fuels and lubricants). The use of best management practices for handling of hydrocarbons according to the Ministry of Environment, Conservation and Parks and the Technical Standards and Safety Authority of the Ministry of Government Services will reduce the potential of environmental adverse effects associated with petroleum product handling and uses. Spillage of petroleum products must be immediately remediated according to these standards such that groundwater quality is not impacted.</p> <p>Mitigation plans will be generated during future phases of work for the project and for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge shall be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p>	

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						<p>For more information about the Groundwater Protection and Well Monitoring Plan please refer to Section 5.1.4 of the Updated Draft EIAR.</p> <ul style="list-style-type: none"> b. How exactly is the province going to monitor groundwater discharges to ensure they meet Ontario's water quality standards? c. What penalties are contractors going to face for violating the discharge requirements? d. If penalties are not enough to compel adherence, what next? e. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe? f. Please confirm is monitoring will continue or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project." <p>The Groundwater Monitoring Program includes groundwater level monitoring and groundwater quality monitoring to establish the pre-construction baseline conditions for comparison of data collected during and post-construction.</p> <p>During the Preliminary Design study, Golder Associates Ltd. (Golder) installed monitoring wells during the ongoing geotechnical investigations. Monitoring is expected to be completed within these same monitoring wells during all future phases of work for the Project, including construction. Residential monitoring wells will also be part of this program if they fall within the Radius of Influence of the excavation dewatering and permission to enter is granted to gain access to monitor the well. Detail Design will inform the need for further groundwater investigations. Penalties for discharging any deleterious substance or material to the lands will vary based on the federal, provincial or municipal legislation that might be violated. Beyond legislated penalties, contractor behavior</p>	

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						<p>is monitored by the Ministry and poor behavior may result in additional financial or reputational impacts. The Ministry's process for selecting contractors to support future phases of the work for the project also includes consideration of past performance and assessment of the contractors understanding of the project and sensitivities within the Study Area. Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>g. Explain what kind of environmental impact would make the project stop; or is any impact acceptable?</p> <p>This government takes environmental protection seriously and is implementing a path forward that will ensure environmental protections are not compromised while building this much needed project quickly and safely. Current work on the Bradford Bypass project will continue to be subject to all conditions under Ontario Regulation 697/21.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team has undertaken several environmental impact assessments to identify and document the potential impacts, proposed mitigation measures, and environmental commitments, which are summarized in the Environmental Impact Assessment Report (EIAR).</p> <p>The Ministry of Transportation must also comply with all current federal and provincial environmental requirements. This includes consultation as set out in the regulation and obtaining permits and approvals for the project prior to the start of construction. Obtaining these permits and approvals, which are mechanisms to help protect the environment, confirms that the ministry has met or surpassed the environmental requirements.</p> <p>h. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p>	

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						<p>i. Does this meager bit of help extend to those who did not provide baseline information about their well water?</p> <p>j. If there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>MTO will work with owners of water wells who experience issues to determine if the issue is the result of Bradford Bypass project activities.</p> <p>If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) the Ministry will undertake to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the Ministry, until remediation measures have resolved the issue.</p> <p>A water well survey was completed for the project to determine the pre-construction assessment of private well supplies in the vicinity of the Study Area noted above. Where no response was provided from Property Owners as part of the water well survey, an additional attempt shall be undertaken during Detail Design to contact these owners via mail, email, phone calls, site visit, etc. This information will be used to provide a baseline for water wells prior to the proposed construction to determine existing water quality and quantity of each property.</p> <p>7. How much is this project going to cost?</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>8. When will the Bradford Bypass be completed?</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p>	

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						<p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>The Ontario government is committed to fully funding the construction of the 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.</p> <p>A four-lane configuration is planned to be constructed first with two general purpose lanes in each direction. To plan for the future, the Ministry is also considering the design of an ultimate eight-lane design for the Bradford Bypass. The ultimate, eight-lane configuration for the project will feature three general purpose lanes and one HOV lanes in each direction.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <ol style="list-style-type: none"> How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health? Will you put air quality monitors in Bradford? How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket? The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there? 	

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						<p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIAI. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p> <p>The Project Team is currently utilizing the National Air Pollution Surveillance air quality monitoring stations to assess air quality levels. Five years of existing data sets were analyzed from stations within the region, and the complete data set from the closest station or most representative station for each contaminant of concern</p>	

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						<p>was selected to represent the background air quality for the Study Area. Due to the proximity of the Study Area to the Toronto Area, monitoring stations within the City of Toronto were given preference as the one of the most representative locations for the air quality contaminants of concern. As such, Roadside Wallberg – University of Toronto monitoring station, North Downsview monitoring station, Gage Institute monitoring station (all located approximately 38 – 53 km from the Study Area) were used. The nearest monitoring station is in Newmarket. Additional information regarding the assessment of potential air quality impacts have been summarized in Section 2.2.4 and Section 5.2.4 of the Draft EIA.</p> <p>Land has been designated for the Bradford Bypass since the 2002 Approved EA was completed. As noted above, consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts and is critical to a project's success. The ministry is actively consulting and engaging with private landowners, developers and school boards within the Study Area. Engagement and consultation has included having a project website and telephone line, having a project contact list for regular project updates, providing notices and correspondence via email, mail, and Ontario Government Notices in local newspapers, hosting public information centres and online events, and holding meetings with Indigenous communities, municipalities, environmental agencies, and stakeholders. More information on the project consultation activities are included in Section 7 of the Updated Draft EIA.</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based</p>	

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						<p>justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification. It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. The report predicts significant exceedances for NO2 and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO2 exceedances may be extremely severe and will impact on the Charter rights and human rights of residents in the study area and beyond without justification for the need for the project.</p> <p>Study Area, MOVES3 data, vehicles and assumptions: In order to model relevant vehicle types within the Air Quality Impact Assessment Study Area, MOVES3 data was input to the model and refinements were made to exclude fuel types such as ethanol given these fuels are not readily available for use in Ontario. Fuel inputs utilized</p>	

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						<p>in MOVES3.0 modelling at the time of the assessment included: Fuel Type IDs 1, 2, 3 and 9. ID 5 (ethanol) was not included as flex fuel cars and fuelling stations are not readily available in Ontario. The specific source type fractions utilized for various vehicle types applied within the project study area and the related fraction of expected vehicle usage for both passenger-class vehicles and heavy-class vehicles, including the distribution of vehicle types in the heavy truck vehicle category, were combined to create representative vehicle emission for vehicle class that can reasonable be expected to be in use in 2041.</p> <p>Highway 400/404 corridors were included in the Air Quality Impact Assessment. The full air quality study area is shown in Figure 2-9 of the Updated Draft EIAR and demonstrates that the air quality study area included emission sources within the boundary of assessment, including but not limited to Highway 400 (500 m south of Rural Rd. 88 to 500 m north of Concession Rd. 11), Highway 404 (500 m south of Queensville Sideroad E to 500 m north of Boag Road), the entirety of the proposed Bradford Bypass, Bridge Street, Holland Street W, 10th Sideroad, Young Street/Barrie Street, and Queensville Sideroad.</p> <p>Traffic distributions and truck traffic: The same Average Annual Daily Traffic (AADT) were used for all scenarios. AADT values for each air quality emission source vary between the three scenarios evaluated based on projected existing traffic within the study area, and future no-build and build traffic projections however the same 24-hour traffic distribution percentages were applied. Three representative 24-hour distribution percentages were applied to the air quality emission sources. These were applied to a given source of emission depending on the type of road in question, e.g. a "Leslie St." 24-hour distribution was applied to air quality emission sources which were categorized as community arterial roads; a "HWY 400" 24-hour distribution was applied to air quality emission sources categorized as highways; and, a "2nd Concession Rd" 24-hour distribution was applied to rural roads. These same 24-hr distributions were applied to the assigned source for all three scenarios of evaluation (existing conditions, future no-build, and future build).</p>	

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						<p>Fuel usage distribution [i.e. diesel, gasoline, CNG, etc.] and vehicle age distribution within each vehicle type category were modelled based on MOVES3.0 default fuel use and age distribution database inputs assigned to the year of evaluation. Heavy truck traffic was included in the modelling with a percentage assigned to each air quality emission source anticipated from this vehicle type.</p> <p>Health Impacts, Critical Receptors and Background/Study Area Monitoring Data: The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAI.</p> <p>The Project Team is aware some critical receptors have been identified as 'missing' by a number of stakeholders. Having reviewed the data, these 'missing' receptors were included as residences in the Air Quality Impact Assessment. Potential impacts at the 'missing' receptors within the Air Quality Impact Assessment Study Area are reflected in the assessment by other, nearby critical receptors and receptors identified on Figure 2-9 and 2-10 of the Updated Draft EIAI.</p> <p>The approach to identifying representative air quality levels is conservative and often ensures the worst-case conditions are reflected so as to not under-represent conditions within a study area; i.e. background air quality contaminant levels included within the assessment may be representative or higher than expected for the area in question.</p> <p>While it is recognized that localized in-situ monitoring may provide more accurate data, use of existing monitoring stations within the NAPS network for statistically relevant background monitoring data is a generally accepted and conservative methodology for provincial environmental impact air quality assessments. Stations selected for the background air quality assessment were chosen based on total data availability over a most recent five-year period as a minimum of 12 months of daily and hourly data is required to ensure statistical relevance. Stations were also selected based on their proximity to the air quality study area with the meteorological station selected as</p>	

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						<p>representative of the air quality study area within 15 km north-west of the air quality study area. Stations must also be a relative representation of similar types of existing sources of air quality emission in the study area and it is notable that the meteorological station selected as representative of air quality in the study area was provided by the MECP in site-specific MET data requested for the project modelling.</p> <p>12. Extending and widening GREEN LANE to SIX LANES to highway 400 including service roads, bridges and traffic circles is economically a much better idea that will cost less and does not use up any farm land, wetland or have any major river crossings. It will better serve and reduce the local and provincial traffic. Nobody from King Township, Whitchurch, Oak Ridges, Aurora, Newmarket and East Gwillimbury is going to drive north of Queensville to use the bypass that is being planned as it is not in the center of the population. Where are the results of the Origin Destination Study that was requested? Where is the Study for Local Network Improvements that was requested.? Where is the study covering upstream pollution.?</p> <p>The Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period and is available on the Project website. For more information on the Environmental Conditions of the Study Area, please refer to Section 2 of the Updated Draft EIA</p> <p>The Holland Marsh Wetland Complex extends beyond the Bradford Bypass corridors and consists of over 3,000 hectares (ha) of designated wetland area. Currently the Bradford Bypass corridor will cross approximately 12.73 ha which accounts for only 4 percent of the entire</p>	

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						<p>Provincially Significant Wetland (PSW) area. The crossing locations were chosen because they are consistent with the Ministry's effort to minimize impacts to this sensitive wetland and are among the narrowest portions of Holland Marsh. A portion of the crossing will be accommodated on an elevated structure in order to provide marine navigation clearance over the Holland River and Holland River East Branch below. The Project team is carrying forward commitments made in the 2002-approved EA to span all provincially significant wetlands within the study limits.</p> <p>The Project Team will continue to carefully consider all impacts to wetland areas and will continue to work with Indigenous communities, 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 Bradford Bypass Project will continue to look at opportunities to minimize impacts to these wetlands through engineering refinements.</p> <p>For more information on the assessment of alternative routes, please refer to the response to question #3.</p> <p>Please see below the responses to your questions from June 28, 2023.</p> <p>1. Removing Greenbelt lands including Provincially Significant Wetlands from the Holland Marsh as well as some of its specialty crop areas. In fact, almost 70% of the land within the study area for this highway is prime agricultural land (class 1-3).</p> <p>As part of the Preliminary Design, the Project Team considered all impacts and will continue to work with environmental agencies, municipalities, and other concerned stakeholders to identify measures to avoid or mitigate the potential impacts of placing new or expanded provincial highways within areas of the existing and enhanced Greenbelt lands.</p> <p>The Greenbelt Plan acknowledges the necessity of building infrastructure. The Plan allows for existing, expanded or new infrastructure in the Greenbelt if the</p>	

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						<p>infrastructure serves the significant population growth expected in southern Ontario.</p> <p>Potential impacts to agricultural lands as a result of the Project have been assessed with regards to the loss of agricultural land, loss of prime agricultural land, creation of severed parcels, and increased fragmentation of the land base on the designated agricultural lands. These potential impacts cannot be avoided. There are also potential impacts to adjacent agricultural lands and communities based on the proposed locations of the interchanges and by the proposed highway lighting.</p> <p>The first method of addressing potential impacts is to avoid the potential impact. In this study, the proposed future development of the Bradford Bypass lands will be a permanent use with portions of the Bradford Bypass being located within designated agricultural areas. As a result, there will be designated agricultural lands lost due to the project, which cannot be avoided.</p> <p>When avoidance is not possible, the next priority is to minimize impacts to the extent feasible. The minimization of impacts may be achieved during the design process and through proactive planning measures that provide for the separation of land uses. The Updated Technically Preferred Route has taken into consideration the 2002 Approved Environmental Assessment by maintaining parts of the original alignment and employing similar techniques to minimize the corridor footprint and impact the fewest agricultural buildings, investment and agricultural operations, thereby minimizing the potential impacts to the agricultural land base, agricultural operations, and the agricultural system.</p> <p>When avoidance techniques and minimizing potential impact to agriculture have not achieved the desired effect the next priority is to mitigate any further impact. Potential mitigation measures may include:</p> <ul style="list-style-type: none"> - The use of salt management plans to reduce the amount of salt require for de-icing - The use of adequate fencing or berms and vegetated features between different land uses to reduce the potential for trespassing and potential vandalism 	

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						<ul style="list-style-type: none"> - The use of plantings/vegetation as screens and buffers to reduce visual impacts and sounds - Implementation of surface and/ or groundwater monitoring in areas where agricultural operations make use of surface or groundwater as part of their normal farm practices - Construct or replace agricultural buildings to mitigate the loss of agricultural buildings - Provide new wells or other water access for any potential groundwater disruption <p>It should also be noted that there are opportunities for local agricultural operations with the future development of the Bradford Bypass lands. The future development of the Bradford Bypass lands will bring people closer to the agricultural areas and specialty crop areas, market garden, field vegetable areas which will result in increased potential for expanding sales of local vegetable crops from the farm markets.</p> <p>Additional details on impacts to agricultural lands and proposed mitigation measures and monitoring activities are included in Section 5.2.2 of the Updated Draft EIA, available on the Project Website:</p> <p>https://www.bradfordbypass.ca/study-process/</p> <p>2. Potential habitat destruction for twelve species at risk including the Blanding's turtle without any commitment to protect these species, their habitat or even to reduce damage. A commitment to do a future study is not good enough.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIA requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work,</p>	

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						<p>additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the Preliminary Design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIA and include:</p> <ul style="list-style-type: none"> • If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. • It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017). • Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These proposed mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p>	

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						<p>For further information on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <p>3. Destruction and damage to a significant Indigenous site, the Lower Landing. The report outlines how a portion of this site will be impacted by construction. Georgina Island has been on record since 1998 that they want this site completely protected. This site is more significant than 95% of existing Canadian heritage sites; therefore, this site must be protected in its entirety and First Nations must be properly engaged as per the United Nations Declaration on the Rights of Indigenous People.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details have been provided in the Updated Draft Environmental Impact Assessment Report.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage</p>	

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						<p>attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAR.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>4. Impacts to Lake Simcoe which have not been studied at all despite its headwaters in the Holland Marsh Wetland complex will be the receiver of pollutants and salt thanks to the Bypass.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>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. The MTO Salt Management Plan outlines salt management operational practices and strategies and Best Management Practices (BMP) in terms of equipment, best practices, materials, storage, testing, storm response, application rules, snow and ice control trainings, snow removal and disposal, and technology review. This includes implementing a balanced approach to the</p>	

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						<p>highway salt application based on the amount of snow precipitation and highway conditions.</p> <p>In areas that are particularly sensitive, salt management measures may be necessary to mitigate environmental effects of road salt in accordance with the study objectives utilizing the Code of Practice for Environmental Management of Road Salts released by Environment Canada. The Code of Practice for Environmental Management of Road Salts can be viewed here: https://www.canada.ca/en/environment-climate-change/services/pollutants/road-salts/code-practice-environmental-management.html.</p> <p>In addition, snow removal and disposal will be utilized in accordance with the MECP Guidelines on Snow Disposal and De-icing Operations in Ontario. Further details on MECP's Guidelines on Snow Disposal and De-icing Operations in Ontario can be found here: https://www.ontario.ca/page/guidelines-snow-disposal-and-de-icing-operations-ontario#:~:text=Ministry%20Approval,if%20special%20circumstances&text=As%20a%20general%20rule%2C%20the.be%20approved%20for%20direct%20disposal.</p> <p>5. Impacts to people's health particularly around air pollution and the contamination of wells and groundwater. Considering that traffic related air pollution is well known to be a contributor to many diseases including cancers, heart disease and respiratory disease, a cumulative health impact study is required.</p> <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAI. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality</p>	

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						<p>impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads surrounding the proposed Bradford Bypass to the new corridor and greater freeway network. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads. The alleviation of traffic on local roads benefits the area including but not limited to Town of Bradford West Gwillimbury, community of Holland Landing, Town of East Gwillimbury, and northern King Township by alleviating congestion during peak hours.</p> <p>Recognizing the potential impacts to groundwater and private wells in the Study Area, the Project Team has completed and initial assessment of the groundwater and surficial soils within the Study Area and documented the findings in a Hydrogeological Data Report. In addition, a Water Well Survey was completed and included a review of available secondary should information as well as data from stakeholders in the Study Area regarding their existing water wells.</p> <p>Additional well surveys and a detailed assessment of potential groundwater interference will be completed during future phases of the project. A Construction Dewatering Plan will also be prepared to identify potential impacts to groundwater and measures to be implemented</p>	

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						<p>to avoid or mitigate the impacts. In addition, all groundwater taking must adhere to the municipal, regional, provincial and federal policies and any permits or approvals required for the Project will be obtained prior to construction.</p> <p>Impacts to groundwater and proposed mitigation measures and monitoring activities are also summarized in the Updated Draft EIAR (Section 5.1.4).</p> <p>6. Increase in greenhouse gas emissions without a cumulative impact assessment on regional climate.</p> <p>The Project Team has undertaken a Qualitative Climate Change Assessment to assess potential impacts and suggest mitigation options for consideration. The assessment was completed accordance with MECP's Climate Change Guide (Considering Climate Change in the Environmental Assessment Process, 2017), and considers the project's resilience or vulnerability of the undertaking to changing climatic conditions. Findings are summarized in Section 5.2.6 of the Draft EIAR.</p> <p>7. Extend the consultation time past 30 days and give at least 120 days for the public, affected municipalities, Indigenous communities and Indigenous governments time to understand and respond to this lengthy report</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project move forward in an environmentally responsible way that is responsive to the needs and concerns of communities.</p> <p>In accordance with Ontario Regulation 697/21, an initial Draft EIAR -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review from starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the</p>	

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						<p>project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with the regulation, have recently been finalized and incorporated into an updated Draft EIA. This updated report was posted for an additional 30-day consultation period. The Updated Draft EIA posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project.</p> <p>The Updated EIA was made available on the Project website for an additional 30-day consultation period, from July 13, 2023 until August 14, 2023. The updated draft EIA posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIA and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>8. Mandate a cumulative health impact assessment that will outline specifically the public health costs of this highway due to air pollution, groundwater contamination and increased greenhouse gas emissions due to induced demand</p> <p>As noted in the response to Question #5, the human health implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIA and the Project Team will continue to evaluate and characterize project-related air quality impacts to health and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts.</p> <p>9. Detailed commitments on protection of species at risk and their habitat within the study area</p> <p>As noted above in the response to Question #2, details on Species at Risk and proposed mitigation measures and</p>	

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						<p>monitoring commitments are documented in Section 5.1.1 of the Updated Draft EIAI.</p> <p>10. Commitment to do further field studies about the presence of American Eel and Northern Sunfish - two species that have Indigenous significance and have not been included in your reports</p> <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observations of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAI.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in</p>	

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						<p>subsequent design phases through additional field investigations.</p> <p>11. Commitment to protect the Lower Landing in its entirety from any site alteration</p> <p>In accordance with the Ministry's cultural heritage conservation process and the Ministry's obligations under the Standards and Guidelines for Conservation of Provincial Heritage Properties, 2010 (S&Gs) issued under section 25.2 of the Ontario Heritage Act (OHA) the Ministry has completed a Cultural Heritage Resource Assessment Report (CHRAR) to identify known and potential built heritage resources and cultural heritage landscapes within the Study Area, assess potential impacts and project alternatives and recommend mitigations and next steps. The cultural heritage resource assessment has informed the analysis of environmental conditions undertaken for this project and recorded in the Environmental Conditions Report and the Environmental Impact Assessment Report.</p> <p>The assessment has identified the Holland River watershed as having potential cultural heritage value or interest (CHVI). As recommended in the Environmental Impact Assessment Report (EIAR) and the CHRAR, a cultural heritage evaluation is being undertaken to determine CHVI for the property. This includes research and evaluation to determine if the property meets criteria in Ontario Regulation 9/06 and/or Ontario Regulation 10/06 of the Ontario Heritage Act to be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance. Research includes, but is not limited to, review of heritage property databases, field review, archives, museums, planning offices and other facilities, archaeological reports, other relevant reports or studies, information from community engagement including input from Indigenous communities, oral histories etc. to provide the historic context of the property including the history of Indigenous communities and post-contact communities.</p> <p>For properties, including the Holland River Watershed, that are determined by the Ministry to meet the criteria in O. Reg. 9/06 or O. Reg. 10/06 of the Ontario Heritage Act and that may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact</p>	

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						<p>Assessment (HIA) will be prepared to fully assess impacts and propose alternatives and mitigation to conserve the property's CHVI. In accordance with F.5 of the S&Gs, and as committed in Section 5.3.2.2 of the EIAR, if the Ministry determines that a property, including the Holland River Watershed, is a provincial heritage property of provincial significance, the Ministry must obtain the consent of the Minister of Citizenship and Multiculturalism before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. The Minister of Citizenship and Multiculturalism may not grant consent or may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered by the Ministry, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigate adverse effects on the property resulting from the removal, demolition or the transfer of the property.</p> <p>12. Detailed study about the impacts this highway will have on Lake Simcoe in particular how it could impact the fisheries as well as the harvesting rights of Indigenous people and their water quality.</p> <p>The Ministry has been and will continue to consult with Indigenous communities regarding potential impacts to their Aboriginal and Treaty Rights.</p> <p>The project has been assessed in accordance with the Interim Environmental Guide for Fisheries and the Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings. Following the completion of the impact assessment, it was determined that many of the potential negative effects of the proposed works could be avoided or mitigated at many locations. However, due to the number and size of some of the required new crossings it is anticipated that not all negative effects could be avoided or mitigated entirely. At this time, it is assumed that a Request for Review will need to be submitted to Fisheries and Oceans Canada during Detail Design/ prior to construction.</p>	

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						<p>For more information on impacts to Lake Simcoe, please refer to the response to Question 4.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-66 Cont.	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR Comments	June 28, 2023	<p>Dear Honourable Scot Davidson, et al,</p> <p>I am writing today because I want to express my concern about the Bradford Bypass. Recently, the Project Team released a Draft Environmental Impact Assessment Report for the Bradford Bypass. I think you should know that there are glaring omissions and severe concerns in this report including:</p> <ul style="list-style-type: none"> • Removing Greenbelt lands including Provincially Significant Wetlands from the Holland Marsh as well as some of its specialty crop areas. In fact, almost 70% of the land within the study area for this highway is prime agricultural land (class 1-3). • Potential habitat destruction for twelve species at risk including the Blanding's turtle without any commitment to protect these species, their habitat or even to reduce damage. A commitment to do a future study is not good enough. • Destruction and damage to a significant Indigenous site, the Lower Landing. The report outlines how a portion of this site will be impacted by construction. Georgina Island has been on record since 1998 that they want this site completely protected. This site is more significant than 95% of existing Canadian heritage sites; therefore, this site must be protected in its entirety and First Nations must be properly engaged as per the United Nations Declaration on the Rights of Indigenous People. • Impacts to Lake Simcoe which have not been studied at all despite its headwaters in the Holland Marsh Wetland complex will be the receiver of pollutants and salt thanks to the Bypass. • Impacts to people's health particularly around air pollution and the contamination of wells and groundwater. Considering that traffic related air pollution is well known to be a 	<i>Please see the response drafted in CT-DraftEIAR-66 above.</i>	No

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					<p>contributor to many diseases including cancers, heart disease and respiratory disease, a cumulative health impact study is required.</p> <ul style="list-style-type: none"> • Increase in greenhouse gas emissions without a cumulative impact assessment on regional climate. <p>As a public official whose main concern should be public benefit I would like you to support my asks from the Ministry of Transportation:</p> <ul style="list-style-type: none"> • Extend the consultation time past 30 days and give at least 120 days for the public, affected municipalities, Indigenous communities and Indigenous governments time to understand and respond to this lengthy report; • Mandate a cumulative health impact assessment that will outline specifically the public health costs of this highway due to air pollution, groundwater contamination and increased greenhouse gas emissions due to induced demand; • Detailed commitments on protection of species at risk and their habitat within the study area; • Commitment to do further field studies about the presence of American Eel and Northern Sunfish - two species that have Indigenous significance and have not been included in your reports; • Commitment to protect the Lower Landing in its entirety from any site alteration; • Detailed study about the impacts this highway will have on Lake Simcoe in particular how it could impact the fisheries as well as the harvesting rights of Indigenous people and their water quality. <p>I appreciate your consideration in this matter and look forward to your response,</p> <p>Sincerely,</p>		

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Ct-DraftEIAR-67	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 27, 2023	Please read the letter attached for my comments. Thank you. [REDACTED]	<p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>It is important to note that the Bradford Bypass is only one element of many transportation options being developed by the Ministry of Transportation (MTO) to keep people and goods moving through the region. Connecting the GGH: a Transportation Plan for the Greater Golden Horseshoe, released by the Ontario Ministry of Transportation in March 2022, includes a Vision for Mobility in 2051 that sets out a 30-year vision of a transportation system that provides safe, efficient and convenient options for people and businesses and supports the well-being and economic prosperity of the region into the future. The plan details the Province's historic investments in the transit system that are underway and are planned to support a more sustainable region. Ontario is investing \$70.5 billion over 10 years for public transit, including Ontario's new subway transit plan for the Greater Toronto Area (GTA) and transforming the GO Transit network into a modern, reliable and fully integrated rapid transit network.</p> <p>The plan will also achieve a resilient road network that provides additional capacity in the most gridlocked areas, more efficient freight routes and better route alternatives. This will result in a more robust, reliable and efficient road network that will reduce delays to people and goods.</p> <p>Specifically for the Bradford Bypass, the proposed highway was approved in 2002 after the completion of the Route Planning and Environmental Assessment Study. The ministry has undertaken 15 environmental studies to update and document environmental conditions, identify, and evaluate potential impacts of the project and recommend mitigation measures to address these impacts, including a Qualitative Climate Change Assessment.</p> <p>The assessment was completed accordance with MECP's Climate Change Guide (Considering Climate Change in the Environmental Assessment Process, 2017), and</p>	No

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						<p>considers the project's resilience or vulnerability of the undertaking to changing climatic conditions. Findings are summarized in Section 5.2.6 of the Draft EIAR.</p> <p>1. Time and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period?</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities. In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres. Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations, have recently been finalized and incorporated into an Updated Draft Environmental Impact Assessment Report. This updated report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIAR and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>The Updated Draft Environmental Impact Assessment Report was available for review on the Project Website (https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p> <p>2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400</p>	

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						<p>series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas. In addition, the Project Team has consulted with local and regional municipalities, and the traffic analysis for the proposed Bradford Bypass has considered the planned local transportation and transit improvements to be implemented by others.</p> <p>The original route planning study (2002 Approved Environmental Assessment – EA) concluded that additional relief from congestion in this Study Area could only be accommodated through the protection and implementation of a provincial right of way.</p> <p>As part of the 2002 Approved EA, the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 Approved EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>For more information on the Analysis and Evaluation of alternatives, refer to Section 2.1.6 of the 2002 Approved EA, which can be found in the enclosed link:</p>	

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						<p>https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>Further to the conclusion of the 2002 Approved EA, as part of this Preliminary Design study, a traffic analysis was completed and the result of the review has confirmed the need of the highway. This analysis included the review of existing traffic conditions and modelling of future forecast traffic conditions and it has been confirmed that updates to regional and municipal roads alone will not address the transportation needs within the Study Area.</p> <p>Additionally, 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.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the</p>	

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						<p>Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404.</p> <p>Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p> <p>The development of the analysis and key results from the Traffic Study have been summarized in the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report (EIAR), which were available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023, respectively. The information in the draft EIAR includes the origin and destination locations that were reviewed to determine the average travel time savings during the AM and PM peak hours. Similar to the process undertaken for MTO preliminary design studies, the Traffic Study will be finalized upon study completion and will be available if requested.</p>	

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						<p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis.</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>As detailed in the Draft EIAR (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAR).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p> <p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. The model indicates that by expanding to the ultimate 8 lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p>	

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						<p>For further information about the Traffic Study please refer to the response to Question #3 and Section 4.4 of the Updated Draft EIAR.</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states, "the southern portion of the site will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that</p>	

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						<p>another will be selected." Is Ontario still ignoring this request.</p> <p>b. Have First Nations be consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details are included in the Updated Draft Environmental Impact Assessment Report available on the Project Website (https://www.bradfordbypass.ca/study-process/) for public review until August 14, 2023.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team completed site specific Stage 3 archaeological assessments for areas within the Study Area that were identified as having archaeological potential in accordance with the Stage 2 archaeological assessments.</p> <p>It is common practice for Stage 4 archaeology work to be completed during Detail Design. Limiting the impact to Stage 4 archaeological sites where feasible is one of the Project Team's main priorities. As a result, the Project Team will determine the exact impact limits to archaeological sites during subsequent design phases of the project. To avoid unnecessary excavation, the Project Team will then undertake the Stage 4 archaeological assessments. Any Stage 4 field work that will be undertaken must engage interested Indigenous communities.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or</p>	

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						<p>interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIA.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> - Alderville First Nation - Beausoleil First Nation - Chippewas of Georgina Island First Nation - Chippewas of Rama First Nation - Curve Lake First Nation - Hiawatha First Nation - Mississaugas of Scugog Island First Nation - Kawartha Nishnawbe First Nation - Georgian Bay Métis Council, and - Huron-Wendat Nation <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>5. Table 2-2 lays out the 12 species present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do a detailed study later on. This is a good example of study following decision or destruction, and is in violation of the standard EA practices. There are no commitments to the protection of species at risk in this document.</p>	

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						<p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIAI requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the preliminary design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIAI and include:</p> <ul style="list-style-type: none"> • If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. • It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the 	

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						<p>minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017).</p> <ul style="list-style-type: none"> Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These preliminary mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further detail on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <p>a. The Draft IA report identifies that the Williams Treaties FN reported American Eel and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the federal enforcement.</p> <p>b. What is Ontario going to do to stand by Canada's obligations to First Nation treaty and consultation rights?</p> <p>c. Will the American Eel's presence be investigated with new field work.</p> <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the</p>	

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						<p>Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAR.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>6. Please confirm our understanding that has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>a. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for elevated bridge sections of the highway. The Draft IA report says, "Construction</p>	

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						<p>dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area." There is no credible groundwater protection water. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>The risk of spills during construction of the project will be primarily limited to petroleum products from machinery (fuels and lubricants). The use of best management practices for handling of hydrocarbons according to the Ministry of Environment, Conservation and Parks and the Technical Standards and Safety Authority of the Ministry of Government Services will reduce the potential of environmental adverse effects associated with petroleum product handling and uses. Spillage of petroleum products must be immediately remediated according to these standards such that groundwater quality is not impacted.</p> <p>Mitigation plans will be generated during future phases of work for the project and for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge shall be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p> <p>For more information about the Groundwater Protection and Well Monitoring Plan please refer to Section 5.1.4 of the Updated Draft EIAR.</p> <p>b. How exactly is the province going to monitor groundwater discharges to</p>	

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						<p>ensure they meet Ontario's water quality standards?</p> <p>c. What penalties are contractors going to face for violating the discharge requirements?</p> <p>d. If penalties are not enough to compel adherence, what next?</p> <p>e. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>f. Please confirm is monitoring will continue or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project."</p> <p>The Groundwater Monitoring Program includes groundwater level monitoring and groundwater quality monitoring to establish the pre-construction baseline conditions for comparison of data collected during and post-construction.</p> <p>During the Preliminary Design study, Golder Associates Ltd. (Golder) installed monitoring wells during the ongoing geotechnical investigations. Monitoring is expected to be completed within these same monitoring wells during all future phases of work for the Project, including construction. Residential monitoring wells will also be part of this program if they fall within the Radius of Influence of the excavation dewatering and permission to enter is granted to gain access to monitor the well. Detail Design will inform the need for further groundwater investigations. Penalties for discharging any deleterious substance or material to the lands will vary based on the federal, provincial or municipal legislation that might be violated. Beyond legislated penalties, contractor behavior is monitored by the Ministry and poor behavior may result in additional financial or reputational impacts. The Ministry's process for selecting contractors to support future phases of the work for the project also includes consideration of past performance and assessment of the contractors understanding of the project and sensitivities within the Study Area. Commitments, preliminary</p>	

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						<p>mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>g. Explain what kind of environmental impact would make the project stop; or is any impact acceptable?</p> <p>This government takes environmental protection seriously and is implementing a path forward that will ensure environmental protections are not compromised while building this much needed project quickly and safely. Current work on the Bradford Bypass project will continue to be subject to all conditions under Ontario Regulation 697/21.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team has undertaken several environmental impact assessments to identify and document the potential impacts, proposed mitigation measures, and environmental commitments, which are summarized in the Environmental Impact Assessment Report (EIAR).</p> <p>The Ministry of Transportation must also comply with all current federal and provincial environmental requirements. This includes consultation as set out in the regulation and obtaining permits and approvals for the project prior to the start of construction. Obtaining these permits and approvals, which are mechanisms to help protect the environment, confirms that the ministry has met or surpassed the environmental requirements.</p> <p>h. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>i. Does this meager bit of help extend to those who did not provide baseline information about their well water?</p> <p>j. If there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p>	

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						<p>MTO will work with owners of water wells who experience issues to determine if the issue is the result of Bradford Bypass project activities.</p> <p>If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) the Ministry will undertake to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the Ministry, until remediation measures have resolved the issue.</p> <p>A water well survey was completed for the project to determine the pre-construction assessment of private well supplies in the vicinity of the Study Area noted above. Where no response was provided from Property Owners as part of the water well survey, an additional attempt shall be undertaken during Detail Design to contact these owners via mail, email, phone calls, site visit, etc. This information will be used to provide a baseline for water wells prior to the proposed construction to determine existing water quality and quantity of each property.</p> <p>7. How much is this project going to cost?</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>8. When will the Bradford Bypass be completed?</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>The Ontario government is committed to fully funding the construction of the Bradford Bypass and is following through on its promise to improve and invest in the</p>	

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						<p>province's transportation corridors to get people moving within the region, connect people to jobs, make life easier and support a strong economy.</p> <p>A four-lane configuration is planned to be constructed first with two general purpose lanes in each direction. To plan for the future, the Ministry is also considering the design of an ultimate eight-lane design for the Bradford Bypass. The ultimate, eight-lane configuration for the project will feature three general purpose lanes and one HOV lanes in each direction.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <ul style="list-style-type: none"> a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health? b. Will you put air quality monitors in Bradford? c. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket? d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there? <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIA. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and</p>	

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						<p>provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution.</p> <p>Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p> <p>The Project Team is currently utilizing the National Air Pollution Surveillance air quality monitoring stations to assess air quality levels. Five years of existing data sets were analyzed from stations within the region, and the complete data set from the closest station or most representative station for each contaminant of concern was selected to represent the background air quality for the Study Area. Due to the proximity of the Study Area to the Toronto Area, monitoring stations within the City of Toronto were given preference as the one of the most representative locations for the air quality contaminants of concern. As such, Roadside Wallberg – University of Toronto monitoring station, North Downsview monitoring station, Gage Institute monitoring station (all located</p>	

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						<p>approximately 38 – 53 km from the Study Area) were used. The nearest monitoring station is in Newmarket. Additional information regarding the assessment of potential air quality impacts have been summarized in Section 2.2.4 and Section 5.2.4 of the Draft EIAR.</p> <p>Land has been designated for the Bradford Bypass since the 2002 Approved EA was completed. As noted above, consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts and is critical to a project's success. The ministry is actively consulting and engaging with private landowners, developers and school boards within the Study Area. Engagement and consultation has included having a project website and telephone line, having a project contact list for regular project updates, providing notices and correspondence via email, mail, and Ontario Government Notices in local newspapers, hosting public information centres and online events, and holding meetings with Indigenous communities, municipalities, environmental agencies, and stakeholders. More information on the project consultation activities are included in Section 7 of the Updated Draft EIAR.</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation</p>	

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						<p>or justification. It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to-date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. The report predicts significant exceedances for NO2 and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO2 exceedances may be extremely severe and will impact on the Charter rights and human rights of residents in the study area and beyond without justification for the need for the project.</p> <p>Study Area, MOVES3 data, vehicles and assumptions: In order to model relevant vehicle types within the Air Quality Impact Assessment Study Area, MOVES3 data was input to the model and refinements were made to exclude fuel types such as ethanol given these fuels are not readily available for use in Ontario. Fuel inputs utilized in MOVES3.0 modelling at the time of the assessment included: Fuel Type IDs 1, 2, 3 and 9. ID 5 (ethanol) was not included as flex fuel cars and fuelling stations are not readily available in Ontario. The specific source type fractions utilized for various vehicle types applied within the project study area and the related fraction of expected vehicle usage for both passenger-class vehicles and heavy-class vehicles, including the distribution of vehicle</p>	

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						<p>types in the heavy truck vehicle category, were combined to create representative vehicle emission for vehicle class that can reasonable be expected to be in use in 2041. Highway 400/404 corridors were included in the Air Quality Impact Assessment. The full air quality study area is shown in Figure 2-9 of the Updated Draft EIAI and demonstrates that the air quality study area included emission sources within the boundary of assessment, including but not limited to Highway 400 (500 m south of Rural Rd. 88 to 500 m north of Concession Rd. 11), Highway 404 (500 m south of Queensville Sideroad E to 500 m north of Boag Road), the entirety of the proposed Bradford Bypass, Bridge Street, Holland Street W, 10th Sideroad, Young Street/Barrie Street, and Queensville Sideroad.</p> <p>Traffic distributions and truck traffic: The same Average Annual Daily Traffic (AADT) were used for all scenarios. AADT values for each air quality emission source vary between the three scenarios evaluated based on projected existing traffic within the study area, and future no-build and build traffic projections however the same 24-hour traffic distribution percentages were applied. Three representative 24-hour distribution percentages were applied to the air quality emission sources. These were applied to a given source of emission depending on the type of road in question, e.g. a "Leslie St." 24-hour distribution was applied to air quality emission sources which were categorized as community arterial roads; a "HWY 400" 24-hour distribution was applied to air quality emission sources categorized as highways; and, a "2nd Concession Rd" 24-hour distribution was applied to rural roads. These same 24-hr distributions were applied to the assigned source for all three scenarios of evaluation (existing conditions, future no-build, and future build).</p> <p>Fuel usage distribution [i.e. diesel, gasoline, CNG, etc.] and vehicle age distribution within each vehicle type category were modelled based on MOVES3.0 default fuel use and age distribution database inputs assigned to the year of evaluation. Heavy truck traffic was included in the modelling with a percentage assigned to each air quality emission source anticipated from this vehicle type.</p>	

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						<p>Health Impacts, Critical Receptors and Background/Study Area Monitoring Data: The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAI.</p> <p>The Project Team is aware some critical receptors have been identified as 'missing' by a number of stakeholders. Having reviewed the data, these 'missing' receptors were included as residences in the Air Quality Impact Assessment. Potential impacts at the 'missing' receptors within the Air Quality Impact Assessment Study Area are reflected in the assessment by other, nearby critical receptors and receptors identified on Figure 2-9 and 2-10 of the Updated Draft EIAI.</p> <p>The approach to identifying representative air quality levels is conservative and often ensures the worst-case conditions are reflected so as to not under-represent conditions within a study area; i.e. background air quality contaminant levels included within the assessment may be representative or higher than expected for the area in question.</p> <p>While it is recognized that localized in-situ monitoring may provide more accurate data, use of existing monitoring stations within the NAPS network for statistically relevant background monitoring data is a generally accepted and conservative methodology for provincial environmental impact air quality assessments. Stations selected for the background air quality assessment were chosen based on total data availability over a most recent five-year period as a minimum of 12 months of daily and hourly data is required to ensure statistical relevance. Stations were also selected based on their proximity to the air quality study area with the meteorological station selected as representative of the air quality study area within 15 km north-west of the air quality study area. Stations must also be a relative representation of similar types of existing sources of air quality emission in the study area and it is notable that the meteorological station selected as representative of air quality in the study area was provided by the MECP in site-specific MET data requested for the project modelling.</p>	

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						<p>12. Many alternatives have not been considered, including: extending and widening Green Lane to six lanes to Highway 400 including service roads, bridges and traffic circles is economically a much better idea that will cost less and does not use up any farm land, wetland or have any major river crossings. It will better serve and reduce the local and provincial traffic. Nobody from King Township, Whitchurch, Oak Ridges, Aurora, Newmarket and East Gwillimbury is going to drive north of Queensville to use the bypass that is being planned as it is not in the center of the population. Where are the results of the Origin Destination Study that was requested? Where is the Study for Local Network Improvements that was requested? Where is the study covering upstream pollution?</p> <p>The Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period and is available on the Project website. For more information on the Environmental Conditions of the Study Area, please refer to Section 2 of the Updated Draft EIAI.</p> <p>The Holland Marsh Wetland Complex extends beyond the Bradford Bypass corridors and consists of over 3,000 hectares (ha) of designated wetland area. Currently the Bradford Bypass corridor will cross approximately 12.73 ha which accounts for only 4 percent of the entire Provincially Significant Wetland (PSW) area. The crossing locations were chosen because they are consistent with the Ministry's effort to minimize impacts to this sensitive wetland and are among the narrowest portions of Holland Marsh. A portion of the crossing will be accommodated on an elevated structure in order to provide marine navigation clearance over the Holland River and Holland River East Branch below. The Project team is carrying forward commitments made in the 2002-approved EA to span all provincially significant wetlands within the study limits.</p>	

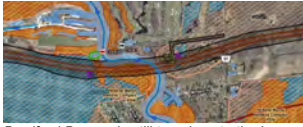
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						<p>The Project Team will continue to carefully consider all impacts to wetland areas and will continue to work with Indigenous communities, environmental agencies, municipalities, and other concerned stakeholders to identify principles and recommendations for mitigating the impacts of placing new or expanded provincial highways within wetland areas. The Bradford Bypass Project will continue to look at opportunities to minimize impacts to these wetlands through engineering refinements.</p> <p>For more information on the assessment of alternative routes, please refer to the response to question #3.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

Draft EIAR Comment Tracker

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CT-DraftEIAR-68	<p>To: Project Team</p> <p>From: [REDACTED]</p> <p>Ministry of the Environment , Conservation and Parks</p>	Email: [REDACTED]	Review Extension	June 28, 2023	<p>Good morning Bradford Bypass Team,</p> <p>We are currently having our technical support review both the Draft Noise Impact Assessment and the Draft Environmental Impact Assessment Report. Due to them being at capacity, we will require an extension to submit comments on this review.</p> <p>At this time, we are aiming to have these comments ready by July 18, 2023.</p> <p>Thank you for your understanding.</p> <p>[REDACTED]</p>	<i>No response required</i>	No

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Ct-DraftEIAR-62 Cont.	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 28, 2023	<p>Dear Sirs,</p> <p>I have many concerns with this project, the process it is following, and this report is no different. Please answer the questions below.</p> <ol style="list-style-type: none"> 1. Timing and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period? 2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built. 3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway. <ol style="list-style-type: none"> a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis. For instance this meaningless babble from pg. 334: <small>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 72% or 35 minutes of travel time when connecting between Highway 403 and Highway 404 compared to existing routes in the five study scenarios.</small> b. What year do your studies indicate that the Bypass will be congested at peak rush hour 	Response included in CT-DraftEIAR-62.	No

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					<p>times?</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "<i>Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed.</i>" The Draft IA states, "the southern portion of the site ... will be impacted by construction. Stage 4 Archaeological Assessment excavation plans will be submitted to the Ministry of Citizenship and Multiculturalism and Indigenous communities prior to the Stage 4 excavation being conducted," (pg 395).</p> <p>So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the completed stage 4 archaeological assessment of the Lower Landing and the endorsement of the First Nations.</p>		

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					 <p><i>Bradford Bypass is still too close to the Lower Landing. The Lower Landing is in the area of WC-25 in the image above. This clip of a map shows Provincially significant wetlands (orange); unevaluated wetlands (blue); cold water fish habitat (black) and warm (pink); Original / full map available on pg 55 of Draft IA report.</i></p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request?</p> <p>b. Have First Nations been consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>5. Species at Risk</p> <p>a. Table 2-2 lays out the 12 species at risk present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do detailed study later on. This is a good example of study following decision or destruction, and is in violation of standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>b. There is a requirement for the Minister of the Department of Fisheries and Oceans to consider, when making certain decisions related to the fish and fish habitat protection (and pollution prevention) provisions of the Act, the Indigenous knowledge of the Indigenous</p>		

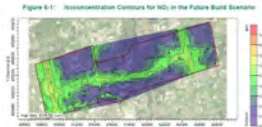
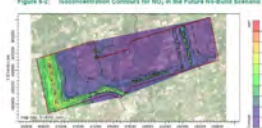
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					<p>peoples of Canada that has been provided to the Minister (34.1(1) (g) of the Fisheries Act); and,</p> <p>c. Requirement to protect the confidentiality of Indigenous knowledge that is provided to the Minister in confidence, except under limited circumstances (subsection 61.2 (1) of the Fisheries Act)."</p> <p>d. The Draft IA report identifies that the Williams Treaties FN reported American Eel https://www.dfo-mpo.gc.ca/species-especes/publications/sara-lep/ee/anquille/index-eng.html and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the Federal enforcement.</p> <p>i.What is Ontario going to do to stand by Canada's obligations to First Nations treaty and consultation rights?</p> <p>i.Will the American Eel's presence be investigated with new fieldwork?</p> <p>6. There are many concerns related to surface water and groundwater.</p> <p>a. Please confirm our understanding that there has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>b. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for the elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area," p 295. There is no credible groundwater protection plan. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>c. HOW exactly is the province (MoECP) going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p>		

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					<p>d. What penalties are contractors going to face for violating the discharge requirements?</p> <p>e. If penalties are not enough to compel adherence, what next?</p> <p>f. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>g. Please confirm if monitoring will continue, or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project" P. 79.</p> <p>h. Explain what kind of environmental impact would make this project stop; or is any impact acceptable?</p> <p>i. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>j. Does this meager bit of help get extended to those who did not provide baseline information about their well water?</p> <p>k. Is there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>7. How much is this project going to cost?</p> <p>8. When will the Bradford Bypass be completed?</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <p>a. How will you be informing people living along the route about the increased risk of traffic</p>		

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					<p>related air pollution and its effects on human health?</p> <p>b. Will you put air quality monitors in Bradford?</p> <p>c. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket?</p> <p>d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there?</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. In order to understand traffic related air pollution, relevant vehicle types and assumptions need to be used. The air dispersion modeling report simply indicates that MOVES3 default data was used - but the EPA has emphasized the need to include relevant vehicle type inputs into the model.</p> <p>The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The air dispersion modeling report states that the vehicle type distributions were based on MOVES3.0 default database inputs even though there are no such inputs. It also says that the 24 hour traffic distribution was assumed to be equal to the AADT distribution. However the consultant appeared to use different AADT distributions for different scenarios without explanation and the distributions differed significantly as between build and no build scenarios. Mitigation in the form of frequent diesel heavy truck vehicle emission inspections should be</p>		

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					<p>included as a mitigation measure to ensure that newer vehicle emissions systems are not being tampered with. The air dispersion modeling report indicates that ethanol based fuels were excluded even though this goes against EPA recommendations for using the model. The report lacks transparency about assumptions made about future vehicle fleet characteristics for both passenger vehicles and heavy trucks.</p> <p>The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification.</p> <p>It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. Using existing monitors in Innisfil, Newmarket and other distant and irrelevant locations is not justifiable. For the air dispersion modeling, MTO appears to be relying on these distant locations (eg. Egbert) for preparation of the wind rose as well, even though meteorological conditions in</p>		

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					<p>the study area may be markedly different. MTO also did not identify numerous recreational and daycare facilities adjacent to the Bradford Bypass corridor which were identified by Simcoe County Greenbelt Coalition. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. These are described in the report by the Canadian Association of Physicians for the Environment (April 2022) Mobilizing Evidence report. The report predicts significant exceedances for NO2 and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO2 exceedances may be extremely severe and will impact on the <i>Charter</i> rights and human rights of residents in the study area and beyond without justification for the need for the project.</p>		

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					<p>Figure 6-1: Isocentration Contours for NO₂ in the Future No-Build Scenario</p>  <p>Figure 6-2: Isocentration Contours for NO₂ in the Future No-Build Scenario</p>  <p>Source: Air Quality Impact Assessment Report - AECOM.</p> <p>The Air Quality Impact Assessment concluded that: Impacts from the Future Build Conditions with the new Bradford Bypass on a cumulative basis within the Air Quality Study Area <u>increases in comparison to a No-Build scenario for several contaminants and their respective averaging periods. This is predominately due to increased traffic along the Bradford Bypass, where in a No-Build scenario this traffic is dispersed along Holland Street and Bridget Street and within communities to the south of the Air Quality Study Area (for example, demonstrated in the traffic reporting related to this project). This included significant increases in NO₂, SO₂, PM_{2.5}, Acetaldehyde, Benzo(a)pyrene, and formaldehyde and some increases in CO. Maximum concentrations which are relevant for acute events also show significant increases, for example a 49% increase in SO₂ and more than 50% increases in fine and large particulates, acetaldehyde, formaldehyde etc. for</u></p>		


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					<p>critical receptor number 19 (other receptors' models were not displayed in a comparable manner). The results indicated that for NO₂, 1 hour averages 80% of the hours in the future build scenario would have a cumulative concentration above the CAAQS limit of 79 ppm and a 100% of hours would exceed the AAQC for benzo(a)pyrene.</p> <p>In relation to GHGs, the MTO failed to incorporate induced demand in the future build scenario to calculate additional vehicle kilometers traveled that would be induced by the highway, and failed to give a transparent total vehicle assumption or a vehicle emissions factor. In any event the air quality impact assessment predicts that the proposed highway would be a significant contributor to regional GHG emissions even without incorporating the effect of induced demand. No mitigation measures are proposed to address the increase in greenhouse gas emissions from the project which will contribute to catastrophic climate disaster for all of humanity and the planet.</p> <p>12. Many alternatives have not been considered, including: extending and widening Green Lane to six lanes to Highway 400 including service roads, bridges and traffic circles is economically a much better idea that will cost less and does not use up any farm land, wetland or have any major river crossings. It will better serve and reduce the local and provincial traffic. Nobody from King Township, Whitchurch, Oak Ridges, Aurora, Newmarket and East Gwillimbury is going to drive north of Queensville to use the bypass that is being planned as it is not in the center of the population. Where are the results of the Origin Destination Study that was requested? Where is the Study for Local Network Improvements that</p>		

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					<p>was requested? Where is the study covering upstream pollution?</p> <p>I look forward to hearing back from the project team with answers to my questions.</p> <p>Thank you so much,</p> <p>Sincerely,</p> <div><div></div><div></div></div>		

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CT-DraftEIAR-69	To: Project Team From: [REDACTED] Ministry of the Environment, Conservation and Parks	Email:	Requested Reports	June 28, 2023	<p>Hello,</p> <p>As our technical team is reviewing the Bradford Bypass Project material they have requested a few additional documents that are referenced on pages 538 and 539 of the Draft Environmental Impact Assessment Report (AECOM, June 1, 2023). They were unable to locate these documents online;</p> <ol style="list-style-type: none"> 1. Groundwater Protection and Well Monitoring Plan (AECOM, April 2023) 2. Hydrogeological Data Report (AECOM, 2023) 3. Water Well Survey Report (AECOM, 2023) 4. Waste and Excess Materials Management Plan (AECOM, April 2023) 5. Contamination Overview Study – FINAL – Highway 400 – Highway 404 Link (Bradford Bypass W.O. #19-2001) Prepared for MTO (AECOM, 2020) <p>Can you please provide a link to each of the above, to assist in the review?</p> <p>Thank you,</p> <p>[REDACTED]</p>	<p>Hi [REDACTED]</p> <p>The Draft Groundwater Protection and Well Monitoring Plan, Final Hydrogeological Data Report, Final Water Well Survey Report and Final Waste and Excess Materials Management Plan can be downloaded at the following links:</p> <p>https://we.tl/t-Mk7ZAIXDo2</p> <p>https://wettransfer.com/downloads/8e01943c03fb94babdb371edbd089d0020230628175400/a88bc2</p> <p>Please note, the links will expire in 1 week. Also, please note that we have included the Draft Groundwater Protection and Well Monitoring Plan that was previously shared with MECP on March 24, 2023. We have since received comments from MECP and the report is in the process of being revised. Additionally, we have removed the appendices from the Final Water Well Survey Report as our team in the process of redacting personal information. The Project Team can provide the full appendices once redacting is completed.</p> <p>The 2020 Contamination Overview Study is available on the Project Website here: https://www.bradfordbypass.ca/wp-content/uploads/2022/02/RPT-2020-02-14-BBP-Retainer-Contamination-Overview-Study-PUBLIC.pdf</p> <p>Please let us know if you have any further questions.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	No

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CT-DraftEIAR-70	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 28, 2023	<p>Dear Sirs,</p> <p>I have many concerns with this project, the process it is following, and this report is no different. Please answer our questions below.</p> <ol style="list-style-type: none"> Timing and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period? Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway. <ol style="list-style-type: none"> Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis. For instance this meaningless babble from pg. 334: <small>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 72% or 35 minutes of travel time when connecting between Highway 403 and Highway 404 compared to existing routes in the No Build scenario.</small> 	<p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <ol style="list-style-type: none"> Time and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period? <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities. In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations, have recently been finalized and incorporated into an Updated Draft Environmental Impact Assessment Report. This updated report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIAR and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>The Updated Draft Environmental Impact Assessment Report was available for review on the Project Website</p>	No

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					<p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "<i>Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed.</i>" The Draft IA states, "the southern portion of the site ... will be impacted by construction. Stage 4 Archaeological Assessment excavation plans will be submitted to the Ministry of Citizenship and Multiculturalism and Indigenous communities prior to the Stage 4 excavation being conducted," (pg 395).</p> <p>So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the</p>	<p>(https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p> <p>2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas. In addition, the Project Team has consulted with local and regional municipalities, and the traffic analysis for the proposed Bradford Bypass has considered the planned local transportation and transit improvements to be implemented by others.</p> <p>The original route planning study (2002 Approved Environmental Assessment – EA) concluded that additional relief from congestion in this Study Area could only be accommodated through the protection and implementation of a provincial right of way.</p> <p>As part of the 2002 Approved EA, the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 Approved EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to</p>	

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					<p>completed stage 4 archaeological assessment of the Lower Landing and the endorsement of the First Nations.</p>  <p><i>Bradford Bypass is still too close to the Lower Landing. The Lower Landing is in the area of WC-25 in the image above. This clip of a map shows Provincially significant wetlands (orange); unevaluated wetlands (blue); cold water fish habitat (black) and warm (pink); Original / full map available on pg 55 of Draft IA report.</i></p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request?</p> <p>b. Have First Nations been consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>c. It is imperative that the Ontario Government uncover all evidence of burials where the highways are to be built. How this is done must follow affected First Nations' protocols and wishes. These are some thoughts from a non-native resident of the area on the topic:</p> <p>i. These burial sites must be preserved and protected or possibly moved to another location. Identifying registered and unregistered burial sites should be relatively simple for the Ontario Government as the information is readily available from their own ministries, authorities</p>	<p>residential and natural areas when compared to other route options considered.</p> <p>For more information on the Analysis and Evaluation of alternatives, refer to Section 2.1.6 of the 2002 Approved EA, which can be found in the enclosed link: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>Further to the conclusion of the 2002 Approved EA, as part of this Preliminary Design study, a traffic analysis was completed and the result of the review has confirmed the need of the highway. This analysis included the review of existing traffic conditions and modelling of future forecast traffic conditions and it has been confirmed that updates to regional and municipal roads alone will not address the transportation needs within the Study Area.</p> <p>Additionally, 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.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent</p>	

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					<p>as well as from local governments and churches/cemeteries. While 'registered burial sites' are easy to identify, 'unregistered sites' need to be confirmed and registered as required under Ontario's Funeral, Burial and Cremation Services Act, 2002 while 'Still to be found sites' require sleuthing, historical research and boots on the ground investigation. One of the most extreme requirements that could be requested is for the Ontario Government to perform thorough Ground Penetrating Radar (GPR) surveying of every square foot of the Bradford Bypass. Anomalies called 'targets' would receive special attention via Archaeological digs. Human remains discovered would either be left in place or moved. All work and costs are to be borne by the Ontario government. This solution for 'Still to be found' burial sites is as necessary as the work done and currently being done for the former Residential Schools in Canada.</p> <p>5. Species at Risk</p> <p>a. Table 2-2 lays out the 12 species at risk present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do detailed study later on. This is a good example of study following decision or destruction, and is in violation of standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>b. There is a requirement for the Minister of the Department of Fisheries and Oceans to consider, when making certain decisions related to the fish and fish habitat protection (and pollution prevention) provisions of the Act, the Indigenous knowledge of the Indigenous peoples of Canada that has been provided to the Minister (34.1(1) (g) of the Fisheries Act); and,</p> <p>c. Requirement to protect the confidentiality of Indigenous knowledge that is provided to the Minister in confidence, except under limited circumstances (subsection 61.2 (1) of the Fisheries Act)."</p>	<p>with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404.</p> <p>Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p> <p>The development of the analysis and key results from the Traffic Study have been summarized in the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report (EIAR), which were available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023, respectively. The information in the draft EIAR includes the origin and destination locations that were reviewed to determine the average travel time savings during the AM and PM peak hours. Similar to the</p>	

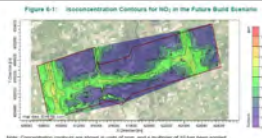

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					<p>d. The Draft IA report identifies that the Williams Treaties FN reported American Eel https://www.dfo-mpo.gc.ca/species-especies/publications/sara-lep/eel-anquille/index-eng.html and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the Federal enforcement.</p> <p>i. What is Ontario going to do to stand by Canada's obligations to First Nations treaty and consultation rights?</p> <p>i. Will the American Eel's presence be investigated with new fieldwork?</p> <p>6. There are many concerns related to surface water and groundwater.</p> <p>a. Please confirm our understanding that there has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>b. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for the elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area," p 295. There is no credible groundwater protection plan. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>c. HOW exactly is the province (MoECP) going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>d. What penalties are contractors going to face for violating the discharge requirements?</p> <p>e. If penalties are not enough to compel adherence, what next?</p> <p>f. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p>	<p>process undertaken for MTO preliminary design studies, the Traffic Study will be finalized upon study completion and will be available if requested.</p> <p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis.</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>As detailed in the Draft EIAR (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAR).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p> <p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. The model indicates that by expanding to the ultimate 8</p>	

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					<p>g. Please confirm if monitoring will continue, or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project" P. 79.</p> <p>h. Explain what kind of environmental impact would make this project stop; or is any impact acceptable?</p> <p>i. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>j. Does this meager bit of help get extended to those who did not provide baseline information about their well water?</p> <p>k. Is there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>7. How much is this project going to cost?</p> <p>8. When will the Bradford Bypass be completed?</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <p>a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health?</p>	<p>lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>For further information about the Traffic Study please refer to the response to Question #3 and Section 4.4 of the Updated Draft EIAR.</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states, "the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in</p>	

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					<p>b. Will you put air quality monitors in Bradford?</p> <p>c. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket?</p> <p>d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there?</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. In order to understand traffic related air pollution, relevant vehicle types and assumptions need to be used. The air dispersion modeling report simply indicates that MOVES3 default data was used - but the EPA has emphasized the need to include relevant vehicle type inputs into the model.</p> <p>The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The air dispersion modeling report states that the vehicle type distributions were based on MOVES3.0 default database inputs even though there are no such inputs. It also says that the 24 hour traffic distribution was assumed to be equal to the AADT distribution. However the consultant appeared to use different AADT distributions for different scenarios without explanation and the distributions differed significantly as between build and no build scenarios. Mitigation in the form of frequent diesel heavy truck vehicle emission inspections should be included as a mitigation measure to ensure that newer vehicle emissions systems are not being tampered with. The air dispersion modeling report indicates that ethanol based fuels were excluded even though this goes</p>	<p>1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request.</p> <p>b. Have First Nations been consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details are included in the Updated Draft Environmental Impact Assessment Report available on the Project Website (https://www.bradfordbypass.ca/study-process/) for public review until August 14, 2023.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team completed site specific Stage 3 archaeological assessments for areas within the Study Area that were identified as having archaeological potential in accordance with the Stage 2 archaeological assessments.</p> <p>It is common practice for Stage 4 archaeology work to be completed during Detail Design. Limiting the impact to Stage 4 archaeological sites where feasible is one of the Project Team's main priorities. As a result, the Project Team will determine the exact impact limits to archaeological sites during subsequent design phases of the project. To avoid unnecessary excavation, the Project Team will then undertake the Stage 4 archaeological assessments. Any Stage 4 field work that will be undertaken must engage interested Indigenous communities.</p>	

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					<p>against EPA recommendations for using the model. The report lacks transparency about assumptions made about future vehicle fleet characteristics for both passenger vehicles and heavy trucks.</p> <p>The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification.</p> <p>It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. Using existing monitors in Innisfil, Newmarket and other distant and irrelevant locations is not justifiable. For the air dispersion modeling, MTO appears to be relying on these distant locations (eg. Egbert) for preparation of the wind rose as well, even though meteorological conditions in the study area may be markedly different. MTO also did not identify numerous recreational and daycare facilities adjacent to the Bradford Bypass corridor which were identified by Simcoe County Greenbelt Coalition. The study</p>	<p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAR.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> - Alderville First Nation - Beausoleil First Nation - Chippewas of Georgina Island First Nation - Chippewas of Rama First Nation - Curve Lake First Nation - Hiawatha First Nation - Mississaugas of Scugog Island First Nation - Kawartha Nishnawbe First Nation - Georgian Bay Métis Council, and - Huron-Wendat Nation <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>5. Table 2-2 lays out the 12 species present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do a detailed study later on. This is a good</p>	

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					<p>did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. These are described in the report by the Canadian Association of Physicians for the Environment (April 2022) Mobilizing Evidence report. The report predicts significant exceedances for NO2 and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO2 exceedances may be extremely severe and will impact on the <i>Charter</i> rights and human rights of residents in the study area and beyond without justification for the need for the project.</p>	<p>example of study following decision or destruction, and is in violation of the standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIAR requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the preliminary design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIAR and include:</p> <ul style="list-style-type: none"> If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. 	

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					<p>Figure 6-1: Isosonoconcentration Contours for NO₂ in the Future Build Scenario</p>  <p>Figure 6-2: Isosonoconcentration Contours for NO₂ in the Future No-Build Scenario</p>  <p>Note: Concentration contours are shown in units of µg/m³, and a maximum of 10 has been applied.</p> <p>Source: Air Quality Impact Assessment Report - AECOM.</p> <p>The Air Quality Impact Assessment concluded that: Impacts from the Future Build Conditions with the new Bradford Bypass on a cumulative basis within the Air Quality Study Area increases in comparison to a No-Build scenario for several contaminants and their respective averaging periods. This is predominately due to increased traffic along the Bradford Bypass, where in a No-Build scenario this traffic is dispersed along Holland Street and Bridget Street and within communities to the south of the Air Quality Study Area (for example, demonstrated in the traffic reporting related to this project). This included significant increases in NO₂, SO₂, PM_{2.5}, Acetaldehyde, Benzo(a)pyrene, and formaldehyde and some increases in CO. Maximum concentrations which are relevant for acute events also show significant increases, for example a 49% increase in SO₂ and more than 50% increases in fine and large particulates, acetaldehyde, formaldehyde etc. for</p>	<ul style="list-style-type: none"> It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017). Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These preliminary mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further detail on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <ol style="list-style-type: none"> The Draft IA report identifies that the Williams Treaties FN reported American Eel and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the federal enforcement. What is Ontario going to do to stand by Canada's obligations to First Nation treaty and consultation rights? Will the American Eel's presence be investigated with new field work. <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p>	

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					<p>critical receptor number 19 (other receptors' models were not displayed in a comparable manner). The results indicated that for NO₂, 1 hour averages 80% of the hours in the future build scenario would have a cumulative concentration above the CAAQS limit of 79 ppm and a 100% of hours would exceed the AAQC for benzo(a)pyrene.</p> <p>In relation to GHGs, the MTO failed to incorporate induced demand in the future build scenario to calculate additional vehicle kilometers traveled that would be induced by the highway, and failed to give a transparent total vehicle assumption or a vehicle emissions factor. In any event the air quality impact assessment predicts that the proposed highway would be a significant contributor to regional GHG emissions even without incorporating the effect of induced demand. No mitigation measures are proposed to address the increase in greenhouse gas emissions from the project which will contribute to catastrophic climate disaster for all of humanity and the planet.</p> <p>12. Many less expensive alternatives to this highway have not been considered. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment act to consider road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. That roadway was rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of</p>	<p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observations of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAR.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>6. Please confirm our understanding that has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p>	

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					<p>alternatives are, however, a requirement for all Class EA Studies.</p> <p>A major condition of the 2002 Bradford Bypass EA Approval, was a requirement to conduct a Class EA Study at the time MTO wished to proceed with this project. This study would ensure the currency of the proposed project in light of current travel demand, previously unforeseen environmental factors, new legislation and a full review of all reasonable alternatives including combinations of regional and local roadways.</p> <p>The following are reasonable alternatives that would need to be considered both individually and in combination with one or more other reasonable alternatives if the Class EA Study that was underway at the time Regulation 697 /21 was issued. Each of these proposed alternative solutions would then be evaluated against the then approved Bradford Bypass 4 lane controlled access freeway. Because the Class EA Study was canceled by this regulation, the only comparison AECOM have used throughout the Draft Impact Assessment Report is "Do Nothing". Given that the actual travel problem we are now faced with is local, rather than long distance traffic, we are confident one or more of the following reasonable alternatives would be dramatically preferable to the now 8 lane, Bradford Bypass.</p> <p>Alternatives to the Bradford Bypass:</p> <ol style="list-style-type: none"> Construct a 4 lane arterial road bridge over the West Branch of the Holland River at the currently planned location for the Bradford Bypass bridge – together with paved 4 lane 	<p>a. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area." There is no credible groundwater protection water. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>The risk of spills during construction of the project will be primarily limited to petroleum products from machinery (fuels and lubricants). The use of best management practices for handling of hydrocarbons according to the Ministry of Environment, Conservation and Parks and the Technical Standards and Safety Authority of the Ministry of Government Services will reduce the potential of environmental adverse effects associated with petroleum product handling and uses. Spillage of petroleum products must be immediately remediated according to these standards such that groundwater quality is not impacted.</p> <p>Mitigation plans will be generated during future phases of work for the project and for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge shall be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p>	

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					<p>roadways to both Bathurst St. and a connection to Bradford's 8th Line.</p> <p>2. Build a 4 lane arterial road bridge over the Holland River from Ravenshoe Road to connect with Simcoe Line 13 or another appropriate east – west arterial road on the west bank of the Holland River.</p> <p>3. Extend and widen Green Lane to 6 lanes and create a diagonal transition from Green Lane to Hwy 9 and highway bridge intersection with Highway 9 around Dufferin St. The Green Lane / Highway 9 option will better serve and reduce both local and long distance traffic from Newmarket south to at least Aurora Sideroad.</p> <p>Any one or a combination of these alternatives will address a substantial amount of local travel problems while being significantly less costly and environmentally invasive.</p> <p>As you can see, there are a lot of questions and concerns surrounding the approach the province is taking. It's too much money to spend on an unjustified project that will have significant environmental impacts!</p> <p>We look forward to hearing back from the project team with answers to our questions.</p> <p>Enjoy the day,</p> <p>Sincerely,</p> <p>██████████</p> <p>██████████</p>	<p>For more information about the Groundwater Protection and Well Monitoring Plan please refer to Section 5.1.4 of the Updated Draft EIAR.</p> <p>b. How exactly is the province going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>c. What penalties are contractors going to face for violating the discharge requirements?</p> <p>d. If penalties are not enough to compel adherence, what next?</p> <p>e. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>f. Please confirm is monitoring will continue or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project."</p> <p>The Groundwater Monitoring Program includes groundwater level monitoring and groundwater quality monitoring to establish the pre-construction baseline conditions for comparison of data collected during and post-construction.</p> <p>During the Preliminary Design study, Golder Associates Ltd. (Golder) installed monitoring wells during the ongoing geotechnical investigations. Monitoring is expected to be completed within these same monitoring wells during all future phases of work for the Project, including construction. Residential monitoring wells will also be part of this program if they fall within the Radius of Influence of the excavation dewatering and permission to enter is granted to gain access to monitor the well. Detail Design will inform the need for further groundwater investigations. Penalties for discharging any deleterious substance or material to the lands will vary based on the federal, provincial or municipal legislation that might be violated. Beyond legislated penalties, contractor behavior is monitored by the Ministry and poor behavior may result</p>	

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						<p>in additional financial or reputational impacts. The Ministry's process for selecting contractors to support future phases of the work for the project also includes consideration of past performance and assessment of the contractors understanding of the project and sensitivities within the Study Area. Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>g. Explain what kind of environmental impact would make the project stop; or is any impact acceptable?</p> <p>This government takes environmental protection seriously and is implementing a path forward that will ensure environmental protections are not compromised while building this much needed project quickly and safely. Current work on the Bradford Bypass project will continue to be subject to all conditions under Ontario Regulation 697/21.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team has undertaken several environmental impact assessments to identify and document the potential impacts, proposed mitigation measures, and environmental commitments, which are summarized in the Environmental Impact Assessment Report (EIAR).</p> <p>The Ministry of Transportation must also comply with all current federal and provincial environmental requirements. This includes consultation as set out in the regulation and obtaining permits and approvals for the project prior to the start of construction. Obtaining these permits and approvals, which are mechanisms to help protect the environment, confirms that the ministry has met or surpassed the environmental requirements.</p> <p>h. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p>	

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						<p>i. Does this meager bit of help extend to those who did not provide baseline information about their well water?</p> <p>j. If there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>MTO will work with owners of water wells who experience issues to determine if the issue is the result of Bradford Bypass project activities.</p> <p>If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) the Ministry will undertake to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the Ministry, until remediation measures have resolved the issue.</p> <p>A water well survey was completed for the project to determine the pre-construction assessment of private well supplies in the vicinity of the Study Area noted above. Where no response was provided from Property Owners as part of the water well survey, an additional attempt shall be undertaken during Detail Design to contact these owners via mail, email, phone calls, site visit, etc. This information will be used to provide a baseline for water wells prior to the proposed construction to determine existing water quality and quantity of each property.</p> <p>7. How much is this project going to cost?</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>8. When will the Bradford Bypass be completed?</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p>	

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						<p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>The Ontario government is committed to fully funding the construction of the 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.</p> <p>A four-lane configuration is planned to be constructed first with two general purpose lanes in each direction. To plan for the future, the Ministry is also considering the design of an ultimate eight-lane design for the Bradford Bypass. The ultimate, eight-lane configuration for the project will feature three general purpose lanes and one HOV lanes in each direction.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <ol style="list-style-type: none"> How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health? Will you put air quality monitors in Bradford? How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket? The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there? 	

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						<p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIA. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p> <p>The Project Team is currently utilizing the National Air Pollution Surveillance air quality monitoring stations to assess air quality levels. Five years of existing data sets were analyzed from stations within the region, and the complete data set from the closest station or most representative station for each contaminant of concern</p>	

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						<p>was selected to represent the background air quality for the Study Area. Due to the proximity of the Study Area to the Toronto Area, monitoring stations within the City of Toronto were given preference as the one of the most representative locations for the air quality contaminants of concern. As such, Roadside Wallberg – University of Toronto monitoring station, North Downsview monitoring station, Gage Institute monitoring station (all located approximately 38 – 53 km from the Study Area) were used. The nearest monitoring station is in Newmarket. Additional information regarding the assessment of potential air quality impacts have been summarized in Section 2.2.4 and Section 5.2.4 of the Draft EIAR.</p> <p>Land has been designated for the Bradford Bypass since the 2002 Approved EA was completed. As noted above, consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts and is critical to a project's success. The ministry is actively consulting and engaging with private landowners, developers and school boards within the Study Area. Engagement and consultation has included having a project website and telephone line, having a project contact list for regular project updates, providing notices and correspondence via email, mail, and Ontario Government Notices in local newspapers, hosting public information centres and online events, and holding meetings with Indigenous communities, municipalities, environmental agencies, and stakeholders. More information on the project consultation activities are included in Section 7 of the Updated Draft EIAR.</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based</p>	

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						<p>justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification. It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. The report predicts significant exceedances for NO2 and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO2 exceedances may be extremely severe and will impact on the Charter rights and human rights of residents in the study area and beyond without justification for the need for the project.</p> <p>Study Area, MOVES3 data, vehicles and assumptions: In order to model relevant vehicle types within the Air Quality Impact Assessment Study Area, MOVES3 data was input to the model and refinements were made to exclude fuel types such as ethanol given these fuels are not readily available for use in Ontario. Fuel inputs utilized</p>	

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						<p>in MOVES3.0 modelling at the time of the assessment included: Fuel Type IDs 1, 2, 3 and 9. ID 5 (ethanol) was not included as flex fuel cars and fuelling stations are not readily available in Ontario. The specific source type fractions utilized for various vehicle types applied within the project study area and the related fraction of expected vehicle usage for both passenger-class vehicles and heavy-class vehicles, including the distribution of vehicle types in the heavy truck vehicle category, were combined to create representative vehicle emission for vehicle class that can reasonable be expected to be in use in 2041. Highway 400/404 corridors were included in the Air Quality Impact Assessment. The full air quality study area is shown in Figure 2-9 of the Updated Draft EIA and demonstrates that the air quality study area included emission sources within the boundary of assessment, including but not limited to Highway 400 (500 m south of Rural Rd. 88 to 500 m north of Concession Rd. 11), Highway 404 (500 m south of Queensville Sideroad E to 500 m north of Boag Road), the entirety of the proposed Bradford Bypass, Bridge Street, Holland Street W, 10th Sideroad, Young Street/Barrie Street, and Queensville Sideroad.</p> <p>Traffic distributions and truck traffic: The same Average Annual Daily Traffic (AADT) were used for all scenarios. AADT values for each air quality emission source vary between the three scenarios evaluated based on projected existing traffic within the study area, and future no-build and build traffic projections however the same 24-hour traffic distribution percentages were applied. Three representative 24-hour distribution percentages were applied to the air quality emission sources. These were applied to a given source of emission depending on the type of road in question, e.g. a "Leslie St." 24-hour distribution was applied to air quality emission sources which were categorized as community arterial roads; a "HWY 400" 24-hour distribution was applied to air quality emission sources categorized as highways; and, a "2nd Concession Rd" 24-hour distribution was applied to rural roads. These same 24-hr distributions were applied to the assigned source for all three scenarios of evaluation (existing conditions, future no-build, and future build).</p>	

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						<p>Fuel usage distribution [i.e. diesel, gasoline, CNG, etc.] and vehicle age distribution within each vehicle type category were modelled based on MOVES3.0 default fuel use and age distribution database inputs assigned to the year of evaluation. Heavy truck traffic was included in the modelling with a percentage assigned to each air quality emission source anticipated from this vehicle type.</p> <p>Health Impacts, Critical Receptors and Background/Study Area Monitoring Data: The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAI.</p> <p>The Project Team is aware some critical receptors have been identified as 'missing' by a number of stakeholders. Having reviewed the data, these 'missing' receptors were included as residences in the Air Quality Impact Assessment. Potential impacts at the 'missing' receptors within the Air Quality Impact Assessment Study Area are reflected in the assessment by other, nearby critical receptors and receptors identified on Figure 2-9 and 2-10 of the Updated Draft EIAI.</p> <p>The approach to identifying representative air quality levels is conservative and often ensures the worst-case conditions are reflected so as to not under-represent conditions within a study area; i.e. background air quality contaminant levels included within the assessment may be representative or higher than expected for the area in question.</p> <p>While it is recognized that localized in-situ monitoring may provide more accurate data, use of existing monitoring stations within the NAPS network for statistically relevant background monitoring data is a generally accepted and conservative methodology for provincial environmental impact air quality assessments. Stations selected for the background air quality assessment were chosen based on total data availability over a most recent five-year period as a minimum of 12 months of daily and hourly data is required to ensure statistical relevance. Stations were also selected based on their proximity to the air quality study area with the meteorological station selected as</p>	

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						<p>representative of the air quality study area within 15 km north-west of the air quality study area. Stations must also be a relative representation of similar types of existing sources of air quality emission in the study area and it is notable that the meteorological station selected as representative of air quality in the study area was provided by the MECP in site-specific MET data requested for the project modelling.</p> <p>12. Many less expensive alternatives to this highway have not been considered. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment act to consider road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. That roadway was rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of alternatives are, however, a requirement for all Class EA Studies. A major condition of the 2002 Bradford Bypass EA Approval, was a requirement to conduct a Class EA Study at the time MTO wished to proceed with this project. This study would ensure the currency of the proposed project in light of current travel demand, previously unforeseen environmental factors, new legislation and a full review of all reasonable alternatives including combinations of regional and local roadways. The following are reasonable alternatives that would need to be considered both individually and in combination with one or more other reasonable alternatives if the Class EA Study that was underway at the time Regulation 697 /21 was issued. Each of these proposed alternative solutions would then be evaluated against the then approved Bradford Bypass 4 lane controlled access freeway. Because the Class EA Study was canceled by this regulation, the only comparison AECOM have used throughout the Draft Impact Assessment</p>	

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						<p>Report is “Do Nothing”. Given that the actual travel problem we are now faced with is local, rather than long distance traffic, we are confident one or more of the following reasonable alternatives would be dramatically preferable to the now 8 lane, Bradford Bypass.</p> <p>Alternatives to the Bradford Bypass:</p> <ul style="list-style-type: none"> a Construct a 4 lane arterial road bridge over the West Branch of the Holland River at the currently planned location for the Bradford Bypass bridge – together with paved 4 lane roadways to both Bathurst St. and a connection to Bradford’s 8th Line. b Build a 4 lane arterial road bridge over the Holland River from Ravenshoe Road to connect with Simcoe Line 13 or another appropriate east – west arterial road on the west bank of the Holland River. c Extend and widen Green Lane to 6 lanes and create a diagonal transition from Green Lane to Hwy 9 and highway bridge intersection with Highway 9 around Dufferin St. The Green Lane / Highway 9 option will better serve and reduce both local and long distance traffic from Newmarket south to at least Aurora Sideroad. <p>Any one or a combination of these alternatives will address a substantial amount of local travel problems while being significantly less costly and environmentally invasive. Once again, what logic is being used to ignore these options given all of the rationale in favour of these other alternatives?</p> <p>The planning process that resulted in the 2002 approved Environmental Assessment (EA) for the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed during the Route Planning and EA Study as</p>	

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						<p>the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>The Bradford Bypass Project has been modelled based on current local, regional, and provincial projections and data. This addresses the problem of "lack of long-term planning" per the Bradford Bypass 2002 approved EA..</p> <p>The 2002 approved EA reviewed a broad area of analysis which included several corridors, including areas south of the current corridor, and Highway 89/Ravenshoe Road.</p> <p>The Bradford Corridor was selected as the preferred corridor over Highway 89/Ravenshoe Road as it was beyond the maximum north limit of 10th Line / Boag Road which was assessed in a previous EA study and was determined that a Management Area or river crossing north of this would entail unacceptable environmental impact, which lead to the withdrawal of the Highway 89 EA studies in 1986-87.</p> <p>The Bradford Corridor was selected as the preferred corridor over the southern alternatives as there was no south alternative that met the primary purpose of the study to reduce out-of-way travel. The south limit was established as Highway 88 and Queensville Sideroad.</p> <p>The original purpose of the Bradford Bypass per the 2002 Approved EA was to address the "east-west" long-distance travel demand crossover between Highway 400 and Highway 404 which is a provincial responsibility and distinct from the locally generated trips which use a municipal road to access the provincial network. As noted in the report, the overall network benefits from vehicle-hours of travel time savings and vehicle-kilometres of travel distance savings are observed during the 2041 AM peak hour and during the 2041 PM peak hour in the</p>	


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						<p>updated interchange locations. Local roads forecasted to exceed capacity by 2031 and 2041 under the No-Build scenarios see significant relief from traffic as a result of the diversion to the Bradford Bypass in the Build scenarios. While the Town of Bradford West Gwillimbury owns a closed road allowance east of Artesian Industrial Parkway for 8th Line to Holland River, Hochreiter Road itself is a private road. A connection at this location would not address the primary purpose of the Bradford Bypass to connect Highway 400 and Highway 404. The local benefit of this route is likely outweighed by the reduced congestion of Bridge Street created by the Bradford Bypass. A bridge across 8th Line would still require out-of-way travel, which this study is looking to reduce, to connect to provincial transportation facilities. Improvements would likely be required on Bathurst Street and Queensville Sideroad. Significant property impact (similar to the Bradford Bypass) would be required for a new corridor connection from 8th Line straight to Highway 404. For more information on the 2002 Approved EA, please see the enclosed linked: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>For more information on the assessment of alternative routes, please refer to the response to question #3.</p> <p>The Project Team will continue to carefully consider all impacts to wetland areas and will continue to work with Indigenous communities, 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 Bradford Bypass Project will continue to look at opportunities to minimize impacts to these wetlands through engineering refinements.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p>	

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

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						<p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-72	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 28, 2023	<p>RE: COMMENTS ON DRAFT IMPACT ASSESSMENT REPORT - Bradford Bypass</p> <p>June 28, 2023</p> <p>To whom it may concern on the project team, Minister of Transportation Ontario, Caroline Mulroney, Minister of Health Ontario, Sylvia Jones, Minister of the Environment Ontario, David Piccini, and Minister for the Environment and Climate Change Canada, Steven Guilbeault:</p> <p>I have included health and environment ministers to respond and hopefully intervene within their ministry mandates, given the detrimental impact this project will have on our collective climate action efforts as well as the health of humans and wildlife. Moreover, this will only be compounded by the proposed 413.</p> <p>I appreciate the time the project team has invested however, I also wish that the time I and others have taken to compile the data and questions below will be appreciated and can be honoured with more meaningful responses than I have received previously. This report only seems to create more questions and concerns which are shared by numerous environmental and First Nations groups, farming organizations, health professionals, and citizens.</p> <p>I look forward to the opportunity to discuss or receive a response on the following:</p> <ol style="list-style-type: none"> Timing and consultation are inadequate for this report: an un-editable PDF and 30 days turnaround for a 576 page report. This follows the pattern of public consultation that has limited meaningful dialogue. Will you extend the consultation period to allow appropriate reflection and input about the Impact Assessment Report? Explain how a provincial highway was transformed into a very expensive regional 	<p>Dear [REDACTED]</p> <p>Thank you for your email regarding the Draft Environmental Impact Assessment Report (EIAR) for the Bradford Bypass. I appreciate the opportunity to respond on behalf of the Honourable Minister of Transportation, Caroline Mulroney.</p> <p>The purpose of this new 16.3-kilometre controlled access freeway is to improve connectivity as well as to provide capacity to accommodate future demand. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). The Bradford Bypass will relieve congestion on existing east-west local roads and provide an improved northern freeway connection between Highway 400 in the County of Simcoe and Highway 404 in York Region.</p> <p>I appreciate the time you took to review the Draft EIAR and share your comments. The Project Team is currently reviewing all comments and feedback from the public and will be providing responses in the near future. I have shared your comments with the Project Team for their consideration.</p> <p>For your awareness an Updated Draft EIAR with the additional archaeological assessments will be available for public review and comment on the Project Website (BRADFORD BYPASS – Project Website) from July 13, 2023, until August 14, 2023.</p> <p>Thank you for your continued interest in the Bradford Bypass.</p> <p>Sincerely, [REDACTED]</p>	No

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					<p>road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. Local congestion should be managed by a local solution should it not? This bypass is inconsistent with the MTO's mandate to provide long distance travel solutions. I maintain that there are better local cheaper alternatives that have been ignored which are also faster to implement and far less damaging to climate change; regional road and transit solutions that should be pursued to alleviate the congestion in the fastest growing municipality in Canada, even if the Bypass does get built. Why have the alternatives been ignored when it is documented that they meet more of the criteria than the Bypass?</p> <p>3. I would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time, there is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate), are best served by this potentially \$4 billion highway.</p> <p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to as the write up is incredibly vague about the start and end of the routes used for analysis. For instance, please explain 'origin-destination pairs' from pg. 334:</p> <p><small>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 72% or 35 minutes of travel time when connecting between highway 403 and highway 404 compared to avoiding routes in the No Build scenario.</small></p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times and is this with a 4 or 8 lane highway?</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant</p>		

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					<p>meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, <i>"Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed."</i> The Draft IA states, "the southern portion of the site ... will be impacted by construction. Stage 4 Archaeological Assessment excavation plans will be submitted to the Ministry of Citizenship and Multiculturalism and Indigenous communities prior to the Stage 4 excavation being conducted," (pg 395).</p> <p>Does this mean that the archeological work is not finished but yet the route has been chosen? Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the completed stage 4 archaeological assessment of the Lower Landing and the endorsement of the First Nations.</p> 		

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					<p><i>Bradford Bypass is still too close to the Lower Landing. The Lower Landing is in the area of WC-25 in the image above. This clip of a map shows Provincially significant wetlands (orange); unevaluated wetlands (blue); cold water fish habitat (black) and warm (pink); Original / full map available on pg 55 of Draft IA report.</i></p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request?</p> <p>b. Have First Nations been consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>c. It is imperative that the Ontario Government uncover all evidence of burials where the highways are to be built. How this is done must follow affected First Nations' protocols and wishes. These are some thoughts from a non-native resident of the area on the topic:</p> <p>i. These burial sites must be preserved and protected or possibly moved to another location. Identifying registered and unregistered burial sites should be relatively simple for the Ontario Government as the information is readily available from their own ministries, authorities as well as from local governments and churches/cemeteries. While 'registered burial sites' are easy to identify, 'unregistered sites' need to be confirmed and registered as required under Ontario's Funeral, Burial and Cremation Services Act, 2002 while 'Still to be found sites' require sleuthing, historical research and boots on the ground investigation. One of the most extreme requirements that could be requested is for the Ontario Government to perform thorough Ground Penetrating Radar (GPR) surveying of every square foot of the Bradford Bypass.</p>		

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					<p>Anomalies called 'targets' would receive special attention via Archaeological digs. Human remains discovered would either be left in place or moved. All work and costs are to be borne by the Ontario government. This solution for 'Still to be found' burial sites is as necessary as the work done and currently being done for the former Residential Schools in Canada.</p> <p>5. Species at Risk</p> <p>a. Table 2-2 lays out the 12 species at risk present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do detailed study later on. This is a good example of study following decision or destruction, and is in violation of standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>b. There is a requirement for the Minister of the Department of Fisheries and Oceans to consider, when making certain decisions related to the fish and fish habitat protection (and pollution prevention) provisions of the Act, the Indigenous knowledge of the Indigenous peoples of Canada that has been provided to the Minister (34.1(1) (g) of the Fisheries Act); and,</p> <p>c. Requirement to protect the confidentiality of Indigenous knowledge that is provided to the Minister in confidence, except under limited circumstances (subsection 61.2 (1) of the Fisheries Act)."</p> <p>d. The Draft IA report identifies that the Williams Treaties FN reported American Eel https://www.dfo-mpo.gc.ca/species-especes/publications/sara-lep/eel-anquille/index-eng.html and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the Federal enforcement.</p>		

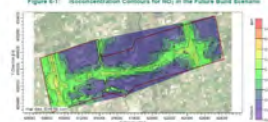

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					<p>i.What is Ontario going to do to stand by Canada's obligations to First Nations treaty and consultation rights?</p> <p>j.Will the American eel's presence be investigated with new fieldwork?</p> <p>6. There are many concerns related to surface water and groundwater.</p> <p>a. Please confirm the understanding that there has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>b. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for the elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area," p 295. A credible groundwater protection plan is not apparent. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>c. How exactly is the province (MoECP) going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>d. What penalties are contractors going to face for violating the discharge requirements?</p> <p>e. If penalties are not enough to compel adherence, what next?</p> <p>f. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe, especially given the damage already done to waterways by the 404 extension?</p> <p>g. Please confirm if monitoring will continue, or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project" P. 79. Will the residents for these unassessed wells be advised that the well is being monitored and, what recourse will be taken to mitigate damage?</p>		

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					<p>h. Explain what kind of environmental impact would make this project stop; or is any impact acceptable, including harming drinking water sources?</p> <p>i. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>i.Does this limited help get extended to those who did not provide baseline information about their well water?</p> <p>i.Is there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>7. How much is this project going to cost?</p> <p>8. When will the Bradford Bypass be completed and what studies have been done to address carbon emissions? Will this project be net zero, how and when? Information shared implies that this bypass would reduce carbon emissions by reducing bottleneck traffic but in fact much research shows otherwise and that the bypass will increase emissions over time and return to bottlenecking after completion simply by the induced travel created and development planned around it.</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify and the impact the additional lanes will have on emissions by 2030, 2040 and 2050.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, especially in children, will impact the communities</p>		

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					<p>surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <p>a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health?</p> <p>b. Will you put air quality monitors in Bradford and share this information with the public?</p> <p>c. How do you explain the fact that you are not monitoring air quality in Bradford, and using the site of Newmarket?</p> <p>d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air, soil and ground water quality are going to be there?</p> <p>11. Traffic modeling to produce the air dispersion model needs to be robust and transparent. In order to understand traffic related air pollution, relevant vehicle types and assumptions need to be used. The air dispersion modeling report simply indicates that MOVES3 default data was used - but the EPA has emphasized the need to include relevant vehicle type inputs into the model.</p> <p>Please address the following: The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The air dispersion modeling report states that the vehicle type distributions were based on MOVES3.0 default database inputs even though there are no such inputs. It also says that the 24 hour traffic</p>		


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					<p>distribution was assumed to be equal to the AADT distribution. However the consultant appeared to use different AADT distributions for different scenarios without explanation and the distributions differed significantly as between build and no build scenarios. Mitigation in the form of frequent diesel heavy truck vehicle emission inspections should be included as a mitigation measure to ensure that newer vehicle emissions systems are not being tampered with. The air dispersion modeling report indicates that ethanol based fuels were excluded even though this goes against EPA recommendations for using the model. The report lacks transparency about assumptions made about future vehicle fleet characteristics for both passenger vehicles and heavy trucks.</p> <p>The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification.</p> <p>It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is</p>		

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					<p>generally inexpensive and could have been easily obtained. Using existing monitors in Innisfil, Newmarket and other distant and irrelevant locations is not justifiable. For the air dispersion modeling, MTO appears to be relying on these distant locations (eg. Egbert) for preparation of the wind rose as well, even though meteorological conditions in the study area may be markedly different. MTO also did not identify numerous recreational and daycare facilities adjacent to the Bradford Bypass corridor which were identified by Simcoe County Greenbelt Coalition. How is that?</p> <p>Also, the study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. Why is that? The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to date than the CAAQS or the AAQCs. Ions can disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. Why is this? These are described in the report by the Canadian Association of Physicians for the Environment (April 2022) Mobilizing Evidence report. The report predicts significant exceedances for NO2 and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO2 exceedances may be extremely</p>		

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					<p>severe and will impact on the <i>Charter</i> rights and human rights of residents in the study area and beyond without justification for the need for the project. How will this be addressed?</p> <p>Figure 6-1: Isocentration Contours for NO₂ in the Future Build Scenario</p>  <p>Figure 6-2: Isocentration Contours for NO₂ in the Future No-Build Scenario</p>  <p>Source: Air Quality Impact Assessment Report - AECOM.</p> <p>The Air Quality Impact Assessment concluded that: Impacts from the Future Build Conditions with the new Bradford Bypass on a cumulative basis within the Air Quality Study Area <u>increases in comparison to a No-Build scenario for several contaminants and their respective averaging periods. This is predominately due to increased traffic along the Bradford Bypass.</u> where in a No-Build scenario this traffic is dispersed along Holland Street and Bridget Street and within communities to the south of the Air Quality Study Area (for example, demonstrated in the traffic reporting related to this project). This included significant increases in NO₂, SO₂, PM_{2.5}, Acetaldehyde, Benzo(a)pyrene, and formaldehyde and some increases in CO. Maximum concentrations which</p>		

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					<p>are relevant for acute events also show significant increases, for example a 49% increase in SO₂ and more than 50% increases in fine and large particulates, acetaldehyde, formaldehyde etc. for critical receptor number 19 (other receptors' models were not displayed in a comparable manner). The results indicated that for NO₂, 1 hour averages 80% of the hours in the future build scenario would have a cumulative concentration above the CAAQS limit of 79 ppm and a 100% of hours would exceed the AAQC for benzo(a)pyrene.</p> <p>In relation to GHGs, the MTO failed to incorporate induced demand in the future build scenario to calculate additional vehicle kilometers traveled that would be induced by the highway, and failed to give a transparent total vehicle assumption or a vehicle emissions factor. In any event the air quality impact assessment predicts that the proposed highway would be a significant contributor to regional GHG emissions even without incorporating the effect of induced demand. No mitigation measures are proposed to address the increase in greenhouse gas emissions from the project which will contribute to catastrophic climate disaster for all of humanity and the planet. How can this be justified?</p> <p>12. Many less expensive alternatives to this highway have not been considered. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment act to consider road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was</p>		


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					<p>considered as a reasonable alternative. That roadway was rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of alternatives are, however, a requirement for all Class EA Studies.</p> <p>A major condition of the 2002 Bradford Bypass EA Approval, was a requirement to conduct a Class EA Study at the time MTO wished to proceed with this project. This study would ensure the currency of the proposed project in light of current travel demand, previously unforeseen environmental factors, new legislation and a full review of all reasonable alternatives including combinations of regional and local roadways.</p> <p>The following are reasonable alternatives that would need to be considered both individually and in combination with one or more other reasonable alternatives if the Class EA Study that was underway at the time Regulation 697 /21 was issued. Each of these proposed alternative solutions would then be evaluated against the then approved Bradford Bypass 4 lane controlled access freeway. Because the Class EA Study was canceled by this regulation, the only comparison AECOM have used throughout the Draft Impact Assessment Report is "Do Nothing". Given that the actual travel problem we are now faced with is local, rather than long distance traffic, we are confident one or more of the following reasonable alternatives would be dramatically preferable to the now 8 lane, Bradford Bypass.</p> <p>Alternatives to the Bradford Bypass:</p> <ol style="list-style-type: none"> 1. Construct a 4 lane arterial road bridge over the West Branch of the Holland River at the currently planned location for the Bradford Bypass bridge – together with paved 4 lane 		

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					<p>roadways to both Bathurst St. and a connection to Bradford's 8th Line.</p> <p>2. Build a 4 lane arterial road bridge over the Holland River from Ravenshoe Road to connect with Simcoe Line 13 or another appropriate east – west arterial road on the west bank of the Holland River.</p> <p>3. Extend and widen Green Lane to 6 lanes and create a diagonal transition from Green Lane to Hwy 9 and highway bridge intersection with Highway 9 around Dufferin St. The Green Lane / Highway 9 option will better serve and reduce both local and long distance traffic from Newmarket south to at least Aurora Sideroad.</p> <p>Any one or a combination of these alternatives will address a substantial amount of local travel problems while being significantly less costly and environmentally invasive. Once again, what logic is being used to ignore these options given all of the rationale in favour of these other alternatives?</p> <p>As you can see, there are a lot of questions and concerns surrounding the approach the province is taking with highway projects like this that will have significant environmental and health impacts, let alone financial waste to the taxpayer and considerable impact on the rights of the Chippewa and other First Nations. I have consulted, dialogued and listened to a number of groups and organizations; the information and questions above are a compilation of that collective work and whereby I have only listed some of the research data in order to make the point and respect your time.</p> <p>I thank you for that time and your efforts to address these concerns.</p> <p>Sincerely,</p> 		

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CT-DraftEIAR-73	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR Comments	June 29, 2023	<p>We have many concerns with this project, the process it is following, and this report is no different. Please answer our questions below.</p> <ol style="list-style-type: none"> 1. Timing and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period? 2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway. <ol style="list-style-type: none"> Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis. For instance this meaningless babble from pg. 334: <small>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 35 minutes of travel time when connecting between Highway 407 and Highway 404 compared to existing routes in the No-Build scenario.</small> What year do your studies indicate that the Bypass will be congested at peak rush hour times? 	<p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>1. Time and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period?</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities. In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations, have recently been finalized and incorporated into an Updated Draft Environmental Impact Assessment Report. This updated report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIAR and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>The Updated Draft Environmental Impact Assessment Report was available for review on the Project Website</p>	No

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					<p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, <i>"Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed."</i> The Draft IA states, "the southern portion of the site ... will be impacted by construction. Stage 4 Archaeological Assessment excavation plans will be submitted to the Ministry of Citizenship and Multiculturalism and Indigenous communities prior to the Stage 4 excavation being conducted," (pg 395).</p> <p>So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the completed stage 4 archaeological assessment of the Lower Landing and the endorsement of the First Nations.</p>	<p>(https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p> <p>2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas. In addition, the Project Team has consulted with local and regional municipalities, and the traffic analysis for the proposed Bradford Bypass has considered the planned local transportation and transit improvements to be implemented by others.</p> <p>The original route planning study (2002 Approved Environmental Assessment – EA) concluded that additional relief from congestion in this Study Area could only be accommodated through the protection and implementation of a provincial right of way.</p> <p>As part of the 2002 Approved EA, the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 Approved EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to</p>	

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					 <p><i>Bradford Bypass is still too close to the Lower Landing. The Lower Landing is in the area of WC-25 in the image above. This clip of a map shows Provincially significant wetlands (orange); unevaluated wetlands (blue); cold water fish habitat (black) and warm (pink); Original / full map available on pg 55 of Draft IA report.</i></p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request?</p> <p>b. Have First Nations been consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>c. It is imperative that the Ontario Government uncover all evidence of burials where the highways are to be built. How this is done must follow affected First Nations' protocols and wishes. These are some thoughts from a non-native resident of the area on the topic:</p> <p>i. These burial sites must be preserved and protected or possibly moved to another location. Identifying registered and unregistered burial sites should be relatively simple for the Ontario Government as the information is readily available from their own ministries, authorities as well as from local governments and churches/cemeteries. While 'registered burial sites' are easy to identify, 'unregistered sites' need to be confirmed and registered as required</p>	<p>residential and natural areas when compared to other route options considered.</p> <p>For more information on the Analysis and Evaluation of alternatives, refer to Section 2.1.6 of the 2002 Approved EA, which can be found in the enclosed link: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>Further to the conclusion of the 2002 Approved EA, as part of this Preliminary Design study, a traffic analysis was completed and the result of the review has confirmed the need of the highway. This analysis included the review of existing traffic conditions and modelling of future forecast traffic conditions and it has been confirmed that updates to regional and municipal roads alone will not address the transportation needs within the Study Area.</p> <p>Additionally, 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.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent</p>	

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					<p>under Ontario's Funeral, Burial and Cremation Services Act, 2002 while 'Still to be found sites' require sleuthing, historical research and boots on the ground investigation. One of the most extreme requirements that could be requested is for the Ontario Government to perform thorough Ground Penetrating Radar (GPR) surveying of every square foot of the Bradford Bypass. Anomalies called 'targets' would receive special attention via Archaeological digs. Human remains discovered would either be left in place or moved. All work and costs are to be borne by the Ontario government. This solution for 'Still to be found' burial sites is as necessary as the work done and currently being done for the former Residential Schools in Canada.</p> <p>5. Species at Risk</p> <p>a. Table 2-2 lays out the 12 species at risk present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do detailed study later on. This is a good example of study following decision or destruction, and is in violation of standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>b. There is a requirement for the Minister of the Department of Fisheries and Oceans to consider, when making certain decisions related to the fish and fish habitat protection (and pollution prevention) provisions of the Act, the Indigenous knowledge of the Indigenous peoples of Canada that has been provided to the Minister (34.1(1) (g) of the Fisheries Act); and,</p> <p>c. Requirement to protect the confidentiality of Indigenous knowledge that is provided to the Minister in confidence, except under limited circumstances (subsection 61.2 (1) of the Fisheries Act)."</p> <p>d. The Draft IA report identifies that the Williams Treaties FN reported American Eel https://www.dfo-mpo.gc.ca/species-especies/publications/sara-lep/eel-</p>	<p>with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404.</p> <p>Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p> <p>The development of the analysis and key results from the Traffic Study have been summarized in the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report (EIAR), which were available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023, respectively. The information in the draft EIAR includes the origin and destination locations that were reviewed to determine the average travel time savings during the AM and PM peak hours. Similar to the</p>	

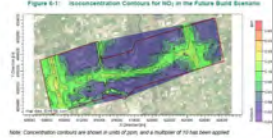

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					<p>anquille/index-eng.html and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the Federal enforcement.</p> <p>i. What is Ontario going to do to stand by Canada's obligations to First Nations treaty and consultation rights?</p> <p>j. Will the American Eel's presence be investigated with new fieldwork?</p> <p>6. There are many concerns related to surface water and groundwater.</p> <p>a. Please confirm our understanding that there has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>b. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for the elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area," p 295. There is no credible groundwater protection plan. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>c. HOW exactly is the province (MoECP) going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>d. What penalties are contractors going to face for violating the discharge requirements?</p> <p>e. If penalties are not enough to compel adherence, what next?</p> <p>f. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>g. Please confirm if monitoring will continue, or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored</p>	<p>process undertaken for MTO preliminary design studies, the Traffic Study will be finalized upon study completion and will be available if requested.</p> <p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis.</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>As detailed in the Draft EIAR (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAR).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p> <p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. The model indicates that by expanding to the ultimate 8</p>	

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					<p>and assessed during the subsequent detail design phase of the project" P. 79.</p> <p>h. Explain what kind of environmental impact would make this project stop; or is any impact acceptable?</p> <p>i. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>i. Does this meager bit of help get extended to those who did not provide baseline information about their well water?</p> <p>i. Is there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>7. How much is this project going to cost?</p> <p>8. When will the Bradford Bypass be completed?</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <p>a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health?</p> <p>b. Will you put air quality monitors in Bradford?</p> <p>c. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket?</p>	<p>lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>For further information about the Traffic Study please refer to the response to Question #3 and Section 4.4 of the Updated Draft EIAR.</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states, "the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in</p>	

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					<p>d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there?</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. In order to understand traffic related air pollution, relevant vehicle types and assumptions need to be used. The air dispersion modeling report simply indicates that MOVES3 default data was used - but the EPA has emphasized the need to include relevant vehicle type inputs into the model.</p> <p>The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The air dispersion modeling report states that the vehicle type distributions were based on MOVES3.0 default database inputs even though there are no such inputs. It also says that the 24 hour traffic distribution was assumed to be equal to the AADT distribution. However the consultant appeared to use different AADT distributions for different scenarios without explanation and the distributions differed significantly as between build and no build scenarios. Mitigation in the form of frequent diesel heavy truck vehicle emission inspections should be included as a mitigation measure to ensure that newer vehicle emissions systems are not being tampered with. The air dispersion modeling report indicates that ethanol based fuels were excluded even though this goes against</p>	<p>1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request.</p> <p>b. Have First Nations be consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details are included in the Updated Draft Environmental Impact Assessment Report available on the Project Website (https://www.bradfordbypass.ca/study-process/) for public review until August 14, 2023.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team completed site specific Stage 3 archaeological assessments for areas within the Study Area that were identified as having archaeological potential in accordance with the Stage 2 archaeological assessments.</p> <p>It is common practice for Stage 4 archaeology work to be completed during Detail Design. Limiting the impact to Stage 4 archaeological sites where feasible is one of the Project Team's main priorities. As a result, the Project Team will determine the exact impact limits to archaeological sites during subsequent design phases of the project. To avoid unnecessary excavation, the Project Team will then undertake the Stage 4 archaeological assessments. Any Stage 4 field work that will be undertaken must engage interested Indigenous communities.</p>	

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					<p>EPA recommendations for using the model. The report lacks transparency about assumptions made about future vehicle fleet characteristics for both passenger vehicles and heavy trucks.</p> <p>The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification.</p> <p>It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. Using existing monitors in Innisfil, Newmarket and other distant and irrelevant locations is not justifiable. For the air dispersion modeling, MTO appears to be relying on these distant locations (eg. Egbert) for preparation of the wind rose as well, even though meteorological conditions in the study area may be markedly different. MTO also did not identify numerous recreational and daycare facilities adjacent to the Bradford Bypass corridor which were identified by Simcoe County Greenbelt Coalition. The study</p>	<p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAR.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> - Alderville First Nation - Beausoleil First Nation - Chippewas of Georgina Island First Nation - Chippewas of Rama First Nation - Curve Lake First Nation - Hiawatha First Nation - Mississaugas of Scugog Island First Nation - Kawartha Nishnawbe First Nation - Georgian Bay Métis Council, and - Huron-Wendat Nation <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>5. Table 2-2 lays out the 12 species present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do a detailed study later on. This is a good</p>	

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					<p>did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. These are described in the report by the Canadian Association of Physicians for the Environment (April 2022) Mobilizing Evidence report. The report predicts significant exceedances for NO2 and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO2 exceedances may be extremely severe and will impact on the <i>Charter</i> rights and human rights of residents in the study area and beyond without justification for the need for the project.</p>	<p>example of study following decision or destruction, and is in violation of the standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIAR requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the preliminary design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIAR and include:</p> <ul style="list-style-type: none"> If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. 	

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					<p>Figure 6-1: Inconcentration Contours for NO₂ in the Future No-Build Scenario</p>  <p>Figure 6-2: Inconcentration Contours for NO₂ in the Future No-Build Scenario</p>  <p>Source: Air Quality Impact Assessment Report - AECOM.</p> <p>The Air Quality Impact Assessment concluded that: Impacts from the Future Build Conditions with the new Bradford Bypass on a cumulative basis within the Air Quality Study Area increases in comparison to a No-Build scenario for several contaminants and their respective averaging periods. This is predominately due to increased traffic along the Bradford Bypass, where in a No-Build scenario this traffic is dispersed along Holland Street and Bridget Street and within communities to the south of the Air Quality Study Area (for example, demonstrated in the traffic reporting related to this project). This included significant increases in NO₂, SO₂, PM_{2.5}, Acetaldehyde, Benzo(a)pyrene, and formaldehyde and some increases in CO. Maximum concentrations which are relevant for acute events also show significant increases, for example a 49% increase in SO₂ and more than 50% increases in fine and large particulates, acetaldehyde, formaldehyde etc. for</p>	<ul style="list-style-type: none"> It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017). Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These preliminary mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further detail on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <ol style="list-style-type: none"> The Draft IA report identifies that the Williams Treaties FN reported American Eel and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the federal enforcement. What is Ontario going to do to stand by Canada's obligations to First Nation treaty and consultation rights? Will the American Eel's presence be investigated with new field work. <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p>	

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					<p>critical receptor number 19 (other receptors' models were not displayed in a comparable manner). The results indicated that for NO₂, 1 hour averages 80% of the hours in the future build scenario would have a cumulative concentration above the CAAQS limit of 79 ppm and a 100% of hours would exceed the AAQC for benzo(a)pyrene.</p> <p>In relation to GHGs, the MTO failed to incorporate induced demand in the future build scenario to calculate additional vehicle kilometers traveled that would be induced by the highway, and failed to give a transparent total vehicle assumption or a vehicle emissions factor. In any event the air quality impact assessment predicts that the proposed highway would be a significant contributor to regional GHG emissions even without incorporating the effect of induced demand. No mitigation measures are proposed to address the increase in greenhouse gas emissions from the project which will contribute to catastrophic climate disaster for all of humanity and the planet.</p> <p>12. Many less expensive alternatives to this highway have not been considered. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment act to consider road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. That roadway was rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of</p>	<p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observations of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAR.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>6. Please confirm our understanding that has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p>	

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					<p>alternatives are, however, a requirement for all Class EA Studies.</p> <p>A major condition of the 2002 Bradford Bypass EA Approval, was a requirement to conduct a Class EA Study at the time MTO wished to proceed with this project. This study would ensure the currency of the proposed project in light of current travel demand, previously unforeseen environmental factors, new legislation and a full review of all reasonable alternatives including combinations of regional and local roadways.</p> <p>The following are reasonable alternatives that would need to be considered both individually and in combination with one or more other reasonable alternatives if the Class EA Study that was underway at the time Regulation 697 /21 was issued had not been terminated. Each of these proposed alternative solutions would then be evaluated against the then approved Bradford Bypass 4 lane controlled access freeway. Because the Class EA Study was canceled by this regulation, the only comparison AECOM have used throughout the Draft Impact Assessment Report is "Do Nothing". Given that the actual travel problem we are now faced with is local, rather than long distance traffic, we are confident one or more of the following reasonable alternatives would be dramatically preferable to the now 8 lane, Bradford Bypass.</p> <p>Alternatives to the Bradford Bypass:</p> <ol style="list-style-type: none"> Construct a 4 lane arterial road bridge over the West Branch of the Holland River at the currently planned location for the Bradford Bypass bridge – together with paved 4 lane roadways to both Bathurst St. and a connection to Bradford's 8th Line. 	<p>a. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area." There is no credible groundwater protection water. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>The risk of spills during construction of the project will be primarily limited to petroleum products from machinery (fuels and lubricants). The use of best management practices for handling of hydrocarbons according to the Ministry of Environment, Conservation and Parks and the Technical Standards and Safety Authority of the Ministry of Government Services will reduce the potential of environmental adverse effects associated with petroleum product handling and uses. Spillage of petroleum products must be immediately remediated according to these standards such that groundwater quality is not impacted.</p> <p>Mitigation plans will be generated during future phases of work for the project and for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge shall be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p>	

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					<p>2. Build a 4 lane arterial road bridge over the Holland River from Ravenshoe Road to connect with Simcoe Line 13 or another appropriate east – west arterial road on the west bank of the Holland River.</p> <p>3. Extend and widen Green Lane to 6 lanes and create a diagonal transition from Green Lane to Hwy 9 and highway bridge intersection with Highway 9 around Dufferin St. The Green Lane / Highway 9 option will better serve and reduce both local and long distance traffic from Newmarket south to at least Aurora Sideroad.</p> <p>Any one or a combination of these alternatives will address a substantial amount of local travel problems while being significantly less costly and environmentally invasive.</p> <p>As you can see, there are a lot of questions and concerns surrounding the approach the province is taking. It's too much money to spend on an unjustified project that will have significant environmental impacts!</p> <p>We look forward to hearing back from the project team with answers to our questions. We are concerned residents and stakeholders, [REDACTED]</p>	<p>For more information about the Groundwater Protection and Well Monitoring Plan please refer to Section 5.1.4 of the Updated Draft EIAR.</p> <p>b. How exactly is the province going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>c. What penalties are contractors going to face for violating the discharge requirements?</p> <p>d. If penalties are not enough to compel adherence, what next?</p> <p>e. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>f. Please confirm is monitoring will continue or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project."</p> <p>The Groundwater Monitoring Program includes groundwater level monitoring and groundwater quality monitoring to establish the pre-construction baseline conditions for comparison of data collected during and post-construction.</p> <p>During the Preliminary Design study, Golder Associates Ltd. (Golder) installed monitoring wells during the ongoing geotechnical investigations. Monitoring is expected to be completed within these same monitoring wells during all future phases of work for the Project, including construction. Residential monitoring wells will also be part of this program if they fall within the Radius of Influence of the excavation dewatering and permission to enter is granted to gain access to monitor the well. Detail Design will inform the need for further groundwater investigations.</p> <p>Penalties for discharging any deleterious substance or material to the lands will vary based on the federal, provincial or municipal legislation that might be violated. Beyond legislated penalties, contractor behavior</p>	

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						<p>is monitored by the Ministry and poor behavior may result in additional financial or reputational impacts. The Ministry's process for selecting contractors to support future phases of the work for the project also includes consideration of past performance and assessment of the contractors understanding of the project and sensitivities within the Study Area. Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>g. Explain what kind of environmental impact would make the project stop; or is any impact acceptable?</p> <p>This government takes environmental protection seriously and is implementing a path forward that will ensure environmental protections are not compromised while building this much needed project quickly and safely. Current work on the Bradford Bypass project will continue to be subject to all conditions under Ontario Regulation 697/21.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team has undertaken several environmental impact assessments to identify and document the potential impacts, proposed mitigation measures, and environmental commitments, which are summarized in the Environmental Impact Assessment Report (EIAR).</p> <p>The Ministry of Transportation must also comply with all current federal and provincial environmental requirements. This includes consultation as set out in the regulation and obtaining permits and approvals for the project prior to the start of construction. Obtaining these permits and approvals, which are mechanisms to help protect the environment, confirms that the ministry has met or surpassed the environmental requirements.</p> <p>h. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p>	

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						<p>i. Does this meager bit of help extend to those who did not provide baseline information about their well water?</p> <p>j. If there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>MTO will work with owners of water wells who experience issues to determine if the issue is the result of Bradford Bypass project activities.</p> <p>If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) the Ministry will undertake to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the Ministry, until remediation measures have resolved the issue.</p> <p>A water well survey was completed for the project to determine the pre-construction assessment of private well supplies in the vicinity of the Study Area noted above. Where no response was provided from Property Owners as part of the water well survey, an additional attempt shall be undertaken during Detail Design to contact these owners via mail, email, phone calls, site visit, etc. This information will be used to provide a baseline for water wells prior to the proposed construction to determine existing water quality and quantity of each property.</p> <p>7. How much is this project going to cost?</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>8. When will the Bradford Bypass be completed?</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p>	

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						<p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>The Ontario government is committed to fully funding the construction of the 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.</p> <p>A four-lane configuration is planned to be constructed first with two general purpose lanes in each direction. To plan for the future, the Ministry is also considering the design of an ultimate eight-lane design for the Bradford Bypass. The ultimate, eight-lane configuration for the project will feature three general purpose lanes and one HOV lanes in each direction.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <ol style="list-style-type: none"> How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health? Will you put air quality monitors in Bradford? How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket? The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there? 	

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						<p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIAI. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p> <p>The Project Team is currently utilizing the National Air Pollution Surveillance air quality monitoring stations to assess air quality levels. Five years of existing data sets were analyzed from stations within the region, and the complete data set from the closest station or most</p>	

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						<p>representative station for each contaminant of concern was selected to represent the background air quality for the Study Area. Due to the proximity of the Study Area to the Toronto Area, monitoring stations within the City of Toronto were given preference as the one of the most representative locations for the air quality contaminants of concern. As such, Roadside Wallberg – University of Toronto monitoring station, North Downsview monitoring station, Gage Institute monitoring station (all located approximately 38 – 53 km from the Study Area) were used. The nearest monitoring station is in Newmarket. Additional information regarding the assessment of potential air quality impacts have been summarized in Section 2.2.4 and Section 5.2.4 of the Draft EIAR.</p> <p>Land has been designated for the Bradford Bypass since the 2002 Approved EA was completed. As noted above, consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts and is critical to a project's success. The ministry is actively consulting and engaging with private landowners, developers and school boards within the Study Area. Engagement and consultation has included having a project website and telephone line, having a project contact list for regular project updates, providing notices and correspondence via email, mail, and Ontario Government Notices in local newspapers, hosting public information centres and online events, and holding meetings with Indigenous communities, municipalities, environmental agencies, and stakeholders. More information on the project consultation activities are included in Section 7 of the Updated Draft EIAR.</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario.</p>	

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						<p>There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification. It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to-date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. The report predicts significant exceedances for NO₂ and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO₂ exceedances may be extremely severe and will impact on the Charter rights and human rights of residents in the study area and beyond without justification for the need for the project.</p> <p>Study Area, MOVES3 data, vehicles and assumptions: In order to model relevant vehicle types within the Air Quality Impact Assessment Study Area, MOVES3 data was input to the model and refinements were made to exclude fuel types such as ethanol given these fuels are</p>	

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						<p>not readily available for use in Ontario. Fuel inputs utilized in MOVES3.0 modelling at the time of the assessment included: Fuel Type IDs 1, 2, 3 and 9. ID 5 (ethanol) was not included as flex fuel cars and fuelling stations are not readily available in Ontario. The specific source type fractions utilized for various vehicle types applied within the project study area and the related fraction of expected vehicle usage for both passenger-class vehicles and heavy-class vehicles, including the distribution of vehicle types in the heavy truck vehicle category, were combined to create representative vehicle emission for vehicle class that can reasonable be expected to be in use in 2041.</p> <p>Highway 400/404 corridors were included in the Air Quality Impact Assessment. The full air quality study area is shown in Figure 2-9 of the Updated Draft EIAR and demonstrates that the air quality study area included emission sources within the boundary of assessment, including but not limited to Highway 400 (500 m south of Rural Rd. 88 to 500 m north of Concession Rd. 11), Highway 404 (500 m south of Queensville Sideroad E to 500 m north of Boag Road), the entirety of the proposed Bradford Bypass, Bridge Street, Holland Street W, 10th Sideroad, Young Street/Barrie Street, and Queensville Sideroad.</p> <p>Traffic distributions and truck traffic: The same Average Annual Daily Traffic (AADT) were used for all scenarios. AADT values for each air quality emission source vary between the three scenarios evaluated based on projected existing traffic within the study area, and future no-build and build traffic projections however the same 24-hour traffic distribution percentages were applied. Three representative 24-hour distribution percentages were applied to the air quality emission sources. These were applied to a given source of emission depending on the type of road in question, e.g. a "Leslie St." 24-hour distribution was applied to air quality emission sources which were categorized as community arterial roads; a "HWY 400" 24-hour distribution was applied to air quality emission sources categorized as highways; and, a "2nd Concession Rd" 24-hour distribution was applied to rural roads. These same 24-hr distributions were applied to the assigned source for all three scenarios of evaluation (existing conditions, future no-build, and future build).</p>	

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						<p>Fuel usage distribution [i.e. diesel, gasoline, CNG, etc.] and vehicle age distribution within each vehicle type category were modelled based on MOVES3.0 default fuel use and age distribution database inputs assigned to the year of evaluation. Heavy truck traffic was included in the modelling with a percentage assigned to each air quality emission source anticipated from this vehicle type.</p> <p>Health Impacts, Critical Receptors and Background/Study Area Monitoring Data: The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAR.</p> <p>The Project Team is aware some critical receptors have been identified as 'missing' by a number of stakeholders. Having reviewed the data, these 'missing' receptors were included as residences in the Air Quality Impact Assessment. Potential impacts at the 'missing' receptors within the Air Quality Impact Assessment Study Area are reflected in the assessment by other, nearby critical receptors and receptors identified on Figure 2-9 and 2-10 of the Updated Draft EIAR.</p> <p>The approach to identifying representative air quality levels is conservative and often ensures the worst-case conditions are reflected so as to not under-represent conditions within a study area; i.e. background air quality contaminant levels included within the assessment may be representative or higher than expected for the area in question.</p> <p>While it is recognized that localized in-situ monitoring may provide more accurate data, use of existing monitoring stations within the NAPS network for statistically relevant background monitoring data is a generally accepted and conservative methodology for provincial environmental impact air quality assessments. Stations selected for the background air quality assessment were chosen based on total data availability over a most recent five-year period as a minimum of 12 months of daily and hourly data is required to ensure statistical relevance. Stations were also selected based on their proximity to the air quality</p>	

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						<p>study area with the meteorological station selected as representative of the air quality study area within 15 km north-west of the air quality study area. Stations must also be a relative representation of similar types of existing sources of air quality emission in the study area and it is notable that the meteorological station selected as representative of air quality in the study area was provided by the MECP in site-specific MET data requested for the project modelling.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-74	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 29, 2023	<p>To whom ever it may concern, I am writing today because I want to express my concern about the Bradford Bypass. Recently, the Project Team released a Draft Environmental Impact Assessment Report for the Bradford Bypass. I think you should know that there are glaring omissions and severe concerns in this report including:</p> <ul style="list-style-type: none"> Removing Greenbelt lands including Provincially Significant Wetlands from the Holland Marsh as well as some of its specialty crop areas. In fact, almost 70% of the land within the study area for this highway is prime agricultural land (class 1-3). Potential habitat destruction for twelve species at risk including the Blanding's turtle without any commitment to protect these species, their habitat or even to reduce damage. A commitment to do a future study is not good enough. Destruction and damage to a significant Indigenous site, the Lower Landing. The report outlines how a portion of this site will be impacted by construction. Georgina Island has been on record since 1998 that they want this site completely protected. This site is more significant than 95% of existing Canadian heritage sites; therefore, this site must be protected in its entirety and First Nations must be properly engaged as per the United Nations Declaration on the Rights of Indigenous People. Impacts to Lake Simcoe which have not been studied at all despite its headwaters in the Holland Marsh Wetland complex will be the receiver of pollutants and salt thanks to the Bypass. Impacts to people's health particularly around air pollution and the contamination of wells and groundwater. Considering that traffic related air pollution is well known to be a contributor to many diseases including cancers, heart disease and respiratory 	<p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please see below the responses to your questions from June 28, 2023.</p> <p>1. Removing Greenbelt lands including Provincially Significant Wetlands from the Holland Marsh as well as some of its specialty crop areas. In fact, almost 70% of the land within the study area for this highway is prime agricultural land (class 1-3).</p> <p>As part of the Preliminary Design, the Project Team considered all impacts and will continue to work with environmental agencies, municipalities, and other concerned stakeholders to identify measures to avoid or mitigate the potential impacts of placing new or expanded provincial highways within areas of the existing and enhanced Greenbelt lands.</p> <p>The Greenbelt Plan acknowledges the necessity of building infrastructure. The Plan allows for existing, expanded or new infrastructure in the Greenbelt if the infrastructure serves the significant population growth expected in southern Ontario.</p> <p>Potential impacts to agricultural lands as a result of the Project have been assessed with regards to the loss of agricultural land, loss of prime agricultural land, creation of severed parcels, and increased fragmentation of the land base on the designated agricultural lands. These potential impacts cannot be avoided. There are also potential impacts to adjacent agricultural lands and communities based on the proposed locations of the interchanges and by the proposed highway lighting.</p> <p>The first method of addressing potential impacts is to avoid the potential impact. In this study, the proposed future development of the Bradford Bypass lands will be a permanent use with portions of the Bradford Bypass being</p>	No

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					<p>disease, a cumulative health impact study is required.</p> <ul style="list-style-type: none"> Increase in greenhouse gas emissions without a cumulative impact assessment on regional climate. <p>As a public official whose main concern should be public benefit I would like you to support my asks from the Ministry of Transportation:</p> <ul style="list-style-type: none"> Extend the consultation time past 30 days and give at least 120 days for the public, affected municipalities, Indigenous communities and Indigenous governments time to understand and respond to this lengthy report; Mandate a cumulative health impact assessment that will outline specifically the public health costs of this highway due to air pollution, groundwater contamination and increased greenhouse gas emissions due to induced demand; Detailed commitments on protection of species at risk and their habitat within the study area; Commitment to do further field studies about the presence of American Eel and Northern Sunfish - two species that have Indigenous significance and have not been included in your reports; Commitment to protect the Lower Landing in its entirety from any site alteration; Detailed study about the impacts this highway will have on Lake Simcoe in particular how it could impact the fisheries as well as the harvesting rights of Indigenous people and their water quality. <p>I appreciate your consideration in this matter and look forward to your response, Sincerely,</p> <p>██████████</p>	<p>located within designated agricultural areas. As a result, there will be designated agricultural lands lost due to the project, which cannot be avoided.</p> <p>When avoidance is not possible, the next priority is to minimize impacts to the extent feasible. The minimization of impacts may be achieved during the design process and through proactive planning measures that provide for the separation of land uses. The Updated Technically Preferred Route has taken into consideration the 2002 Approved Environmental Assessment by maintaining parts of the original alignment and employing similar techniques to minimize the corridor footprint and impact the fewest agricultural buildings, investment and agricultural operations, thereby minimizing the potential impacts to the agricultural land base, agricultural operations, and the agricultural system.</p> <p>When avoidance techniques and minimizing potential impact to agriculture have not achieved the desired effect the next priority is to mitigate any further impact. Potential mitigation measures may include:</p> <ul style="list-style-type: none"> The use of salt management plans to reduce the amount of salt require for de-icing The use of adequate fencing or berms and vegetated features between different land uses to reduce the potential for trespassing and potential vandalism The use of plantings/vegetation as screens and buffers to reduce visual impacts and sounds Implementation of surface and/ or groundwater monitoring in areas where agricultural operations make use of surface or groundwater as part of their normal farm practices Construct or replace agricultural buildings to mitigate the loss of agricultural buildings Provide new wells or other water access for any potential groundwater disruption <p>It should also be noted that there are opportunities for local agricultural operations with the future development of the Bradford Bypass lands. The future development of the Bradford Bypass lands will bring people closer to the agricultural areas and specialty crop areas, market garden, field vegetable areas which will result in increased</p>	

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						<p>potential for expanding sales of local vegetable crops from the farm markets.</p> <p>Additional details on impacts to agricultural lands and proposed mitigation measures and monitoring activities are included in Section 5.2.2 of the Updated Draft EIAR, available on the Project Website:</p> <p>https://www.bradfordbypass.ca/study-process/</p> <p>2. Potential habitat destruction for twelve species at risk including the Blanding's turtle without any commitment to protect these species, their habitat or even to reduce damage. A commitment to do a future study is not good enough.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIAR requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the Preliminary Design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p>	

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						<p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIAR and include:</p> <ul style="list-style-type: none"> • If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. • It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017). • Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These proposed mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further information on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <p>3. Destruction and damage to a significant Indigenous site, the Lower Landing. The report outlines how a portion of this site will be impacted by construction. Georgina Island has been on record since 1998 that they want this site completely protected. This site is more significant than 95% of existing Canadian heritage sites; therefore, this site must be protected in its entirety and First Nations must</p>	

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						<p>be properly engaged as per the United Nations Declaration on the Rights of Indigenous People.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details have been provided in the Updated Draft Environmental Impact Assessment Report.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAR.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>Comments from Indigenous communities are accepted at any time in the study process.</p>	

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						<p>4. Impacts to Lake Simcoe which have not been studied at all despite its headwaters in the Holland Marsh Wetland complex will be the receiver of pollutants and salt thanks to the Bypass.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>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. The MTO Salt Management Plan outlines salt management operational practices and strategies and Best Management Practices (BMP) in terms of equipment, best practices, materials, storage, testing, storm response, application rules, snow and ice control trainings, snow removal and disposal, and technology review. This includes implementing a balanced approach to the highway salt application based on the amount of snow precipitation and highway conditions.</p> <p>In areas that are particularly sensitive, salt management measures may be necessary to mitigate environmental effects of road salt in accordance with the study objectives utilizing the Code of Practice for Environmental Management of Road Salts released by Environment Canada. The Code of Practice for Environmental Management of Road Salts can be viewed here: https://www.canada.ca/en/environment-climate-change/services/pollutants/road-salts/code-practice-environmental-management.html.</p>	

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						<p>In addition, snow removal and disposal will be utilized in accordance with the MECP Guidelines on Snow Disposal and De-icing Operations in Ontario. Further details on MECP's Guidelines on Snow Disposal and De-icing Operations in Ontario can be found here: https://www.ontario.ca/page/guidelines-snow-disposal-and-de-icing-operations-ontario#:~:text=Ministry%20Approval-,If%20special%20circumstances&text=As%20a%20general%20rule%2C%20the,be%20approved%20for%20direct%20disposal.</p> <p>5. Impacts to people's health particularly around air pollution and the contamination of wells and groundwater. Considering that traffic related air pollution is well known to be a contributor to many diseases including cancers, heart disease and respiratory disease, a cumulative health impact study is required.</p> <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAR. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p>	

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						<p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads surrounding the proposed Bradford Bypass to the new corridor and greater freeway network. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads. The alleviation of traffic on local roads benefits the area including but not limited to Town of Bradford West Gwillimbury, community of Holland Landing, Town of East Gwillimbury, and northern King Township by alleviating congestion during peak hours.</p> <p>Recognizing the potential impacts to groundwater and private wells in the Study Area, the Project Team has completed and initial assessment of the groundwater and surficial soils within the Study Area and documented the findings in a Hydrogeological Data Report. In addition, a Water Well Survey was completed and included a review of available secondary should information as well as data from stakeholders in the Study Area regarding their existing water wells.</p> <p>Additional well surveys and a detailed assessment of potential groundwater interference will be completed during future phases of the project. A Construction Dewatering Plan will also be prepared to identify potential impacts to groundwater and measures to be implemented to avoid or mitigate the impacts. In addition, all groundwater taking must adhere to the municipal, regional, provincial and federal policies and any permits or approvals required for the Project will be obtained prior to construction.</p> <p>Impacts to groundwater and proposed mitigation measures and monitoring activities are also summarized in the Updated Draft EIAR (Section 5.1.4).</p> <p>6. Increase in greenhouse gas emissions without a cumulative impact assessment on regional climate.</p>	

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						<p>The Project Team has undertaken a Qualitative Climate Change Assessment to assess potential impacts and suggest mitigation options for consideration. The assessment was completed accordance with MECP's Climate Change Guide (Considering Climate Change in the Environmental Assessment Process, 2017), and considers the project's resilience or vulnerability of the undertaking to changing climatic conditions. Findings are summarized in Section 5.2.6 of the Draft EIAR.</p> <p>7. Extend the consultation time past 30 days and give at least 120 days for the public, affected municipalities, Indigenous communities and Indigenous governments time to understand and respond to this lengthy report</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project move forward in an environmentally responsible way that is responsive to the needs and concerns of communities.</p> <p>In accordance with Ontario Regulation 697/21, an initial Draft EIAR -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review from starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with the regulation, have recently been finalized and incorporated into an updated Draft EIAR. This updated report was posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project.</p> <p>The Updated EIAR was made available on the Project website for an additional 30-day consultation period, from</p>	

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						<p>July 13, 2023 until August 14, 2023. The updated draft EIA posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIA and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>8. Mandate a cumulative health impact assessment that will outline specifically the public health costs of this highway due to air pollution, groundwater contamination and increased greenhouse gas emissions due to induced demand</p> <p>As noted in the response to Question #5, the human health implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIA and the Project Team will continue to evaluate and characterize project-related air quality impacts to health and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts.</p> <p>9. Detailed commitments on protection of species at risk and their habitat within the study area</p> <p>As noted above in the response to Question #2, details on Species at Risk and proposed mitigation measures and monitoring commitments are documented in Section 5.1.1 of the Updated Draft EIA.</p> <p>10. Commitment to do further field studies about the presence of American Eel and Northern Sunfish - two species that have Indigenous significance and have not been included in your reports</p> <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species</p>	

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						<p>Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAR.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>11. Commitment to protect the Lower Landing in its entirety from any site alteration</p> <p>In accordance with the Ministry's cultural heritage conservation process and the Ministry's obligations under the Standards and Guidelines for Conservation of Provincial Heritage Properties, 2010 (S&Gs) issued under section 25.2 of the Ontario Heritage Act (OHA) the Ministry has completed a Cultural Heritage Resource Assessment Report (CHRAR) to identify known and potential built heritage resources and cultural heritage landscapes within the Study Area, assess potential impacts and project</p>	

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						<p>alternatives and recommend mitigations and next steps. The cultural heritage resource assessment has informed the analysis of environmental conditions undertaken for this project and recorded in the Environmental Conditions Report and the Environmental Impact Assessment Report.</p> <p>The assessment has identified the Holland River watershed as having potential cultural heritage value or Interest (CHVI). As recommended in the Environmental Impact Assessment Report (EIAR) and the CHRAR, a cultural heritage evaluation is being undertaken to determine CHVI for the property. This includes research and evaluation to determine if the property meets criteria in Ontario Regulation 9/06 and/or Ontario Regulation 10/06 of the Ontario Heritage Act to be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance. Research includes, but is not limited to, review of heritage property databases, field review, archives, museums, planning offices and other facilities, archaeological reports, other relevant reports or studies, information from community engagement including input from Indigenous communities, oral histories etc. to provide the historic context of the property including the history of Indigenous communities and post-contact communities.</p> <p>For properties, including the Holland River Watershed, that are determined by the Ministry to meet the criteria in O. Reg. 9/06 or O. Reg. 10/06 of the Ontario Heritage Act and that may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment (HIA) will be prepared to fully assess impacts and propose alternatives and mitigation to conserve the property's CHVI. In accordance with F.5 of the S&Gs, and as committed in Section 5.3.2.2 of the EIAR, if the Ministry determines that a property, including the Holland River Watershed, is a provincial heritage property of provincial significance, the Ministry must obtain the consent of the Minister of Citizenship and Multiculturalism before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. The Minister of Citizenship and Multiculturalism may not grant consent or may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered by the Ministry,</p>	

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						<p>including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigate adverse effects on the property resulting from the removal, demolition or the transfer of the property.</p> <p>12. Detailed study about the impacts this highway will have on Lake Simcoe in particular how it could impact the fisheries as well as the harvesting rights of Indigenous people and their water quality.</p> <p>The Ministry has been and will continue to consult with Indigenous communities regarding potential impacts to their Aboriginal and Treaty Rights.</p> <p>The project has been assessed in accordance with the Interim Environmental Guide for Fisheries and the Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings. Following the completion of the impact assessment, it was determined that many of the potential negative effects of the proposed works could be avoided or mitigated at many locations. However, due to the number and size of some of the required new crossings it is anticipated that not all negative effects could be avoided or mitigated entirely. At this time, it is assumed that a Request for Review will need to be submitted to Fisheries and Oceans Canada during Detail Design/ prior to construction.</p> <p>For more information on impacts to Lake Simcoe, please refer to the response to Question 4.</p> <p>Please see below the responses to your questions from June 29, 2023.</p> <p>1. Time and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period?</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the</p>	

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						<p>public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities. In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres. Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations, have recently been finalized and incorporated into an Updated Draft Environmental Impact Assessment Report. This updated report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIAR and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>The Updated Draft Environmental Impact Assessment Report was available for review on the Project Website (https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p> <p>2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and</p>	

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						<p>urban areas. In addition, the Project Team has consulted with local and regional municipalities, and the traffic analysis for the proposed Bradford Bypass has considered the planned local transportation and transit improvements to be implemented by others.</p> <p>The original route planning study (2002 Approved Environmental Assessment – EA) concluded that additional relief from congestion in this Study Area could only be accommodated through the protection and implementation of a provincial right of way.</p> <p>As part of the 2002 Approved EA, the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 Approved EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>For more information on the Analysis and Evaluation of alternatives, refer to Section 2.1.6 of the 2002 Approved EA, which can be found in the enclosed link: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>Further to the conclusion of the 2002 Approved EA, as part of this Preliminary Design study, a traffic analysis was completed and the result of the review has confirmed the need of the highway. This analysis included the review of existing traffic conditions and modelling of future forecast traffic conditions and it has been confirmed that updates to regional and municipal roads alone will not address the transportation needs within the Study Area.</p>	

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						<p>Additionally, 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.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400</p>	

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						<p>and Highway 404 and provide a northern freeway connection between Highways 400 and 404. Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p> <p>The development of the analysis and key results from the Traffic Study have been summarized in the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report (EIAR), which were available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023, respectively. The information in the draft EIAR includes the origin and destination locations that were reviewed to determine the average travel time savings during the AM and PM peak hours. Similar to the process undertaken for MTO preliminary design studies, the Traffic Study will be finalized upon study completion and will be available if requested.</p> <p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis.</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p>	

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						<p>As detailed in the Draft EIAR (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAR).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p> <p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. The model indicates that by expanding to the ultimate 8 lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>For further information about the Traffic Study please refer to the response to Question #3 and Section 4.4 of the Updated Draft EIAR.</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically</p>	

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						<p>preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states," the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "<i>Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed.</i>" So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <p>c. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request.</p> <p>d. Have First Nations be consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details are included in the Updated Draft Environmental Impact Assessment Report available on the Project Website</p>	

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						<p>(https://www.bradfordbypass.ca/study-process/) for public review until August 14, 2023.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team completed site specific Stage 3 archaeological assessments for areas within the Study Area that were identified as having archaeological potential in accordance with the Stage 2 archaeological assessments.</p> <p>It is common practice for Stage 4 archaeology work to be completed during Detail Design. Limiting the impact to Stage 4 archaeological sites where feasible is one of the Project Team's main priorities. As a result, the Project Team will determine the exact impact limits to archaeological sites during subsequent design phases of the project. To avoid unnecessary excavation, the Project Team will then undertake the Stage 4 archaeological assessments. Any Stage 4 field work that will be undertaken must engage interested Indigenous communities.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or</p>	

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						<p>Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAR.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> - Alderville First Nation - Beausoleil First Nation - Chippewas of Georgina Island First Nation - Chippewas of Rama First Nation - Curve Lake First Nation - Hiawatha First Nation - Mississaugas of Scugog Island First Nation - Kewartha Nishnawbe First Nation - Georgian Bay Métis Council, and - Huron-Wendat Nation <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>5. Table 2-2 lays out the 12 species present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do a detailed study later on. This is a good example of study following decision or destruction, and is in violation of the standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIAR requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design</p>	

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						<p>is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the preliminary design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIAR and include:</p> <ul style="list-style-type: none"> • If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. • It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017). • Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These preliminary mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p>	

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						<p>For further detail on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <p>a. The Draft IA report identifies that the Williams Treaties FN reported American Eel and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the federal enforcement.</p> <p>b. What is Ontario going to do to stand by Canada's obligations to First Nation treaty and consultation rights?</p> <p>c. Will the American Eel's presence be investigated with new field work.</p> <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIA.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where</p>	

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						<p>culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>6. Please confirm our understanding that has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>a. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area." There is no credible groundwater protection water. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>Commitments, preliminary mitigation measures and monitoring activities related to groundwater are</p>	

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						<p>documented in Section 5.1.4 of the Draft EIAI, and will be carried forward to subsequent phases of the project.</p> <p>The risk of spills during construction of the project will be primarily limited to petroleum products from machinery (fuels and lubricants). The use of best management practices for handling of hydrocarbons according to the Ministry of Environment, Conservation and Parks and the Technical Standards and Safety Authority of the Ministry of Government Services will reduce the potential of environmental adverse effects associated with petroleum product handling and uses. Spillage of petroleum products must be immediately remediated according to these standards such that groundwater quality is not impacted.</p> <p>Mitigation plans will be generated during future phases of work for the project and for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge shall be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p> <p>For more information about the Groundwater Protection and Well Monitoring Plan please refer to Section 5.1.4 of the Updated Draft EIAI.</p> <p>b. How exactly is the province going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>c. What penalties are contractors going to face for violating the discharge requirements?</p> <p>d. If penalties are not enough to compel adherence, what next?</p> <p>e. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p>	

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						<p>f. Please confirm is monitoring will continue or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project."</p> <p>The Groundwater Monitoring Program includes groundwater level monitoring and groundwater quality monitoring to establish the pre-construction baseline conditions for comparison of data collected during and post-construction.</p> <p>During the Preliminary Design study, Golder Associates Ltd. (Golder) installed monitoring wells during the ongoing geotechnical investigations. Monitoring is expected to be completed within these same monitoring wells during all future phases of work for the Project, including construction. Residential monitoring wells will also be part of this program if they fall within the Radius of Influence of the excavation dewatering and permission to enter is granted to gain access to monitor the well. Detail Design will inform the need for further groundwater investigations.</p> <p>Penalties for discharging any deleterious substance or material to the lands will vary based on the federal, provincial or municipal legislation that might be violated. Beyond legislated penalties, contractor behavior is monitored by the Ministry and poor behavior may result in additional financial or reputational impacts. The Ministry's process for selecting contractors to support future phases of the work for the project also includes consideration of past performance and assessment of the contractors understanding of the project and sensitivities within the Study Area. Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>g. Explain what kind of environmental impact would make the project stop; or is any impact acceptable?</p>	

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						<p>This government takes environmental protection seriously and is implementing a path forward that will ensure environmental protections are not compromised while building this much needed project quickly and safely. Current work on the Bradford Bypass project will continue to be subject to all conditions under Ontario Regulation 697/21.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team has undertaken several environmental impact assessments to identify and document the potential impacts, proposed mitigation measures, and environmental commitments, which are summarized in the Environmental Impact Assessment Report (EIAR).</p> <p>The Ministry of Transportation must also comply with all current federal and provincial environmental requirements. This includes consultation as set out in the regulation and obtaining permits and approvals for the project prior to the start of construction. Obtaining these permits and approvals, which are mechanisms to help protect the environment, confirms that the ministry has met or surpassed the environmental requirements.</p> <p>h. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>i. Does this meager bit of help extend to those who did not provide baseline information about their well water?</p> <p>j. If there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>MTO will work with owners of water wells who experience issues to determine if the issue is the result of Bradford Bypass project activities.</p> <p>If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well</p>	

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						<p>installed or local watermain connection if available) the Ministry will undertake to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the Ministry, until remediation measures have resolved the issue.</p> <p>A water well survey was completed for the project to determine the pre-construction assessment of private well supplies in the vicinity of the Study Area noted above. Where no response was provided from Property Owners as part of the water well survey, an additional attempt shall be undertaken during Detail Design to contact these owners via mail, email, phone calls, site visit, etc. This information will be used to provide a baseline for water wells prior to the proposed construction to determine existing water quality and quantity of each property.</p> <p>7. How much is this project going to cost?</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>8. When will the Bradford Bypass be completed?</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>The Ontario government is committed to fully funding the construction of the 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.</p> <p>A four-lane configuration is planned to be constructed first with two general purpose lanes in each direction. To plan for the future, the Ministry is also considering the design of an ultimate eight-lane design for the Bradford Bypass. The ultimate, eight-lane configuration for the project will feature</p>	

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						<p>three general purpose lanes and one HOV lanes in each direction.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <ul style="list-style-type: none"> a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health? b. Will you put air quality monitors in Bradford? c. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket? d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there? <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIA. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p>	

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						<p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p> <p>The Project Team is currently utilizing the National Air Pollution Surveillance air quality monitoring stations to assess air quality levels. Five years of existing data sets were analyzed from stations within the region, and the complete data set from the closest station or most representative station for each contaminant of concern was selected to represent the background air quality for the Study Area. Due to the proximity of the Study Area to the Toronto Area, monitoring stations within the City of Toronto were given preference as the one of the most representative locations for the air quality contaminants of concern. As such, Roadside Wallberg – University of Toronto monitoring station, North Downsview monitoring station, Gage Institute monitoring station (all located approximately 38 – 53 km from the Study Area) were used. The nearest monitoring station is in Newmarket. Additional information regarding the assessment of potential air quality impacts have been summarized in Section 2.2.4 and Section 5.2.4 of the Draft EIAR.</p>	

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						<p>Land has been designated for the Bradford Bypass since the 2002 Approved EA was completed. As noted above, consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts and is critical to a project's success. The ministry is actively consulting and engaging with private landowners, developers and school boards within the Study Area. Engagement and consultation has included having a project website and telephone line, having a project contact list for regular project updates, providing notices and correspondence via email, mail, and Ontario Government Notices in local newspapers, hosting public information centres and online events, and holding meetings with Indigenous communities, municipalities, environmental agencies, and stakeholders. More information on the project consultation activities are included in Section 7 of the Updated Draft EIAR.</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification. It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. The study did not</p>	

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						<p>include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to date than the CAAQs or the AAQCs. We disagree that the AAQCs and CAAQs represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. The report predicts significant exceedances for NO₂ and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO₂ exceedances may be extremely severe and will impact on the Charter rights and human rights of residents in the study area and beyond without justification for the need for the project.</p> <p>Study Area, MOVES3 data, vehicles and assumptions: In order to model relevant vehicle types within the Air Quality Impact Assessment Study Area, MOVES3 data was input to the model and refinements were made to exclude fuel types such as ethanol given these fuels are not readily available for use in Ontario. Fuel inputs utilized in MOVES3.0 modelling at the time of the assessment included: Fuel Type IDs 1, 2, 3 and 9. ID 5 (ethanol) was not included as flex fuel cars and fuelling stations are not readily available in Ontario. The specific source type fractions utilized for various vehicle types applied within the project study area and the related fraction of expected vehicle usage for both passenger-class vehicles and heavy-class vehicles, including the distribution of vehicle types in the heavy truck vehicle category, were combined to create representative vehicle emission for vehicle class that can reasonable be expected to be in use in 2041.</p> <p>Highway 400/404 corridors were included in the Air Quality Impact Assessment. The full air quality study area is shown in Figure 2-9 of the Updated Draft EIAR and</p>	

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						<p>demonstrates that the air quality study area included emission sources within the boundary of assessment, including but not limited to Highway 400 (500 m south of Rural Rd. 88 to 500 m north of Concession Rd. 11), Highway 404 (500 m south of Queensville Sideroad E to 500 m north of Boag Road), the entirety of the proposed Bradford Bypass, Bridge Street, Holland Street W, 10th Sideroad, Young Street/Barrie Street, and Queensville Sideroad.</p> <p>Traffic distributions and truck traffic: The same Average Annual Daily Traffic (AADT) were used for all scenarios. AADT values for each air quality emission source vary between the three scenarios evaluated based on projected existing traffic within the study area, and future no-build and build traffic projections however the same 24-hour traffic distribution percentages were applied. Three representative 24-hour distribution percentages were applied to the air quality emission sources. These were applied to a given source of emission depending on the type of road in question, e.g. a "Leslie St." 24-hour distribution was applied to air quality emission sources which were categorized as community arterial roads; a "HWY 400" 24-hour distribution was applied to air quality emission sources categorized as highways; and, a "2nd Concession Rd" 24-hour distribution was applied to rural roads. These same 24-hr distributions were applied to the assigned source for all three scenarios of evaluation (existing conditions, future no-build, and future build).</p> <p>Fuel usage distribution [i.e. diesel, gasoline, CNG, etc.] and vehicle age distribution within each vehicle type category were modelled based on MOVES3.0 default fuel use and age distribution database inputs assigned to the year of evaluation. Heavy truck traffic was included in the modelling with a percentage assigned to each air quality emission source anticipated from this vehicle type.</p> <p>Health Impacts, Critical Receptors and Background/Study Area Monitoring Data: The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAI.</p>	

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						<p>The Project Team is aware some critical receptors have been identified as 'missing' by a number of stakeholders. Having reviewed the data, these 'missing' receptors were included as residences in the Air Quality Impact Assessment. Potential impacts at the 'missing' receptors within the Air Quality Impact Assessment Study Area are reflected in the assessment by other, nearby critical receptors and receptors identified on Figure 2-9 and 2-10 of the Updated Draft EIA.</p> <p>The approach to identifying representative air quality levels is conservative and often ensures the worst-case conditions are reflected so as to not under-represent conditions within a study area; i.e. background air quality contaminant levels included within the assessment may be representative or higher than expected for the area in question.</p> <p>While it is recognized that localized in-situ monitoring may provide more accurate data, use of existing monitoring stations within the NAPS network for statistically relevant background monitoring data is a generally accepted and conservative methodology for provincial environmental impact air quality assessments. Stations selected for the background air quality assessment were chosen based on total data availability over a most recent five-year period as a minimum of 12 months of daily and hourly data is required to ensure statistical relevance. Stations were also selected based on their proximity to the air quality study area with the meteorological station selected as representative of the air quality study area within 15 km north-west of the air quality study area. Stations must also be a relative representation of similar types of existing sources of air quality emission in the study area and it is notable that the meteorological station selected as representative of air quality in the study area was provided by the MECF in site-specific MET data requested for the project modelling.</p> <p>12. Many less expensive alternatives to this highway have not been considered. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment act to consider</p>	


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						<p>road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. That roadway was rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of alternatives are, however, a requirement for all Class EA Studies. A major condition of the 2002 Bradford Bypass EA Approval, was a requirement to conduct a Class EA Study at the time MTO wished to proceed with this project. This study would ensure the currency of the proposed project in light of current travel demand, previously unforeseen environmental factors, new legislation and a full review of all reasonable alternatives including combinations of regional and local roadways. The following are reasonable alternatives that would need to be considered both individually and in combination with one or more other reasonable alternatives if the Class EA Study that was underway at the time Regulation 697 /21 was issued. Each of these proposed alternative solutions would then be evaluated against the then approved Bradford Bypass 4 lane controlled access freeway. Because the Class EA Study was canceled by this regulation, the only comparison AECOM have used throughout the Draft Impact Assessment Report is "Do Nothing". Given that the actual travel problem we are now faced with is local, rather than long distance traffic, we are confident one or more of the following reasonable alternatives would be dramatically preferable to the now 8 lane, Bradford Bypass. Alternatives to the Bradford Bypass:</p> <ul style="list-style-type: none"> a Construct a 4 lane arterial road bridge over the West Branch of the Holland River at the currently planned location for the Bradford Bypass bridge – together with paved 4 lane roadways to both Bathurst St. and a connection to Bradford's 8th Line. 	

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						<p>b Build a 4 lane arterial road bridge over the Holland River from Ravenshoe Road to connect with Simcoe Line 13 or another appropriate east – west arterial road on the west bank of the Holland River.</p> <p>c Extend and widen Green Lane to 6 lanes and create a diagonal transition from Green Lane to Hwy 9 and highway bridge intersection with Highway 9 around Dufferin St. The Green Lane / Highway 9 option will better serve and reduce both local and long distance traffic from Newmarket south to at least Aurora Sideroad.</p> <p>Any one or a combination of these alternatives will address a substantial amount of local travel problems while being significantly less costly and environmentally invasive. Once again, what logic is being used to ignore these options given all of the rationale in favour of these other alternatives?</p> <p>The planning process that resulted in the 2002 approved Environmental Assessment (EA) for the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed during the Route Planning and EA Study as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>The Bradford Bypass Project has been modelled based on current local, regional, and provincial projections and data.</p>	

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						<p>This addresses the problem of “lack of long-term planning” per the Bradford Bypass 2002 approved EA.</p> <p>The 2002 approved EA reviewed a broad area of analysis which included several corridors, including areas south of the current corridor, and Highway 89/Ravenshoe Road.</p> <p>The Bradford Corridor was selected as the preferred corridor over Highway 89/Ravenshoe Road as it was beyond the maximum north limit of 10th Line / Boag Road which was assessed in a previous EA study and was determined that a Management Area or river crossing north of this would entail unacceptable environmental impact, which lead to the withdrawal of the Highway 89 EA studies in 1986-87.</p> <p>The Bradford Corridor was selected as the preferred corridor over the southern alternatives as there was no south alternative that met the primary purpose of the study to reduce out-of-way travel. The south limit was established as Highway 88 and Queensville Sideroad.</p> <p>The original purpose of the Bradford Bypass per the 2002 Approved EA was to address the “east-west” long-distance travel demand crossover between Highway 400 and Highway 404 which is a provincial responsibility and distinct from the locally generated trips which use a municipal road to access the provincial network. As noted in the report, the overall network benefits from vehicle-hours of travel time savings and vehicle-kilometres of travel distance savings are observed during the 2041 AM peak hour and during the 2041 PM peak hour in the updated interchange locations. Local roads forecasted to exceed capacity by 2031 and 2041 under the No-Build scenarios see significant relief from traffic as a result of the diversion to the Bradford Bypass in the Build scenarios. While the Town of Bradford West Gwillimbury owns a closed road allowance east of Artesian Industrial Parkway for 8th Line to Holland River, Hochreiter Road itself is a private road. A connection at this location would not address the primary purpose of the Bradford Bypass to connect Highway 400 and Highway 404. The local benefit of this route is likely outweighed by the reduced congestion of Bridge Street created by the Bradford Bypass. A bridge across 8th Line would still require out-of-way travel, which this study is looking to reduce, to</p>	

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						<p>connect to provincial transportation facilities. Improvements would likely be required on Bathurst Street and Queensville Sideroad. Significant property impact (similar to the Bradford Bypass) would be required for a new corridor connection from 8th Line straight to Highway 404. For more information on the 2002 Approved EA, please see the enclosed linked: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>For more information on the assessment of alternative routes, please refer to the response to question #3.</p> <p>The Project Team will continue to carefully consider all impacts to wetland areas and will continue to work with Indigenous communities, 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 Bradford Bypass Project will continue to look at opportunities to minimize impacts to these wetlands through engineering refinements.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-74 Cont.	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 29, 2023	<p>Dear Sirs,</p> <p>We have many concerns with this project, the process it is following, and this report is no different. Please answer our questions below.</p> <p>3. Timing and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period?</p> <p>3. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>4. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>c. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis. For instance this meaningless babble from pg. 334:</p> <p><small>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 72% or 35 minutes of travel time when connecting between Highway 403 and Highway 404 compared to existing routes in the No Build scenario.</small></p>	Response provided in CT-DraftEIAR-74	No

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					<p>d. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>5. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states, "the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p>  <p>Highway is still too close to the Lower Landing. The Lower Landing is in the area of WC-25 in</p>		

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					<p><i>the image above. This clip of a map shows Provincially significant wetlands (orange); unevaluated wetlands (blue); cold water fish habitat (black) and warm (pink); Original / full map available on pg 55 of Draft IA report.</i></p> <p>c. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request?</p> <p>d. Have First Nations been consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>6. Species at Risk</p> <p>a. Table 2-2 lays out the 12 species at risk present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do detailed study later on. This is a good example of study following decision or destruction, and is in violation of standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>b. There is a requirement for the Minister of the Department of Fisheries and Oceans to consider, when making certain decisions related to the fish and fish habitat protection (and pollution prevention) provisions of the Act, the Indigenous knowledge of the Indigenous peoples of Canada that has been provided to the Minister (34.1(1) (g) of the Fisheries Act); and,</p> <p>c. Requirement to protect the confidentiality of Indigenous knowledge that is provided to the Minister in confidence, except under limited circumstances (subsection 61.2 (1) of the Fisheries Act)."</p> <p>d. The Draft IA report identifies that the Williams Treaties FN reported American Eel</p>		



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					<p>https://www.dfo-mpo.gc.ca/species-especes/publications/sara-lep/eel-anquille/index-eng.html and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the Federal enforcement.</p> <p>i. What is Ontario going to do to stand by Canada's obligations to First Nations treaty and consultation rights?</p> <p>ii. Will the American Eel's presence be investigated with new fieldwork?</p> <p>7. There are many concerns related to surface water and groundwater.</p> <p>a. Please confirm our understanding that there has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>b. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for the elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area," p 295. There is no credible groundwater protection plan. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>c. HOW exactly is the province (MoECP) going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>d. What penalties are contractors going to face for violating the discharge requirements?</p> <p>e. If penalties are not enough to compel adherence, what next?</p> <p>f. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>g. Please confirm if monitoring will continue, or not, as this statement is totally vague: "It is expected that each unassessed</p>		

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					<p>monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project" P. 79.</p> <p>h. Explain what kind of environmental impact would make this project stop; or is any impact acceptable?</p> <p>i. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>i. Does this meager bit of help get extended to those who did not provide baseline information about their well water?</p> <p>ii. Is there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>8. How much is this project going to cost?</p> <p>9. When will the Bradford Bypass be completed?</p> <p>10. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>11. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <p>a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health?</p> <p>b. Will you put air quality monitors in Bradford?</p> <p>c. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket?</p> <p>d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway.</p>		

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					<p>including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there?</p> <p>13. Traffic modeling to produce the air dispersion model is not robust or transparent. In order to understand traffic related air pollution, relevant vehicle types and assumptions need to be used. The air dispersion modeling report simply indicates that MOVES3 default data was used - but the EPA has emphasized the need to include relevant vehicle type inputs into the model.</p> <p>The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The air dispersion modeling report states that the vehicle type distributions were based on MOVES3.0 default database inputs even though there are no such inputs. It also says that the 24 hour traffic distribution was assumed to be equal to the AADT distribution. However the consultant appeared to use different AADT distributions for different scenarios without explanation and the distributions differed significantly as between build and no build scenarios. Mitigation in the form of frequent diesel heavy truck vehicle emission inspections should be included as a mitigation measure to ensure that newer vehicle emissions systems are not being tampered with. The air dispersion modeling report indicates that ethanol based fuels were excluded even though this goes against EPA recommendations for using the model. The report lacks transparency about assumptions made about future vehicle fleet</p>		

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					<p>characteristics for both passenger vehicles and heavy trucks.</p> <p>The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification.</p> <p>It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. Using existing monitors in Innisfil, Newmarket and other distant and irrelevant locations is not justifiable. For the air dispersion modeling, MTO appears to be relying on these distant locations (eg. Egbert) for preparation of the wind rose as well, even though meteorological conditions in the study area may be markedly different. MTO also did not identify numerous recreational and daycare facilities adjacent to the Bradford Bypass corridor which were identified by Simcoe County Greenbelt Coalition. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The</p>		

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					<p>evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. These are described in the report by the Canadian Association of Physicians for the Environment (April 2022) Mobilizing Evidence report. The report predicts significant exceedances for NO2 and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO2 exceedances may be extremely severe and will impact on the <i>Charter</i> rights and human rights of residents in the study area and beyond without justification for the need for the project.</p>		

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					<div><p>Figure 6-1: Isoconcentration Contours for NO₂ in the Future Build Scenario</p><p>Note: Concentration contours are shown in units of ppb, and a multiplier of 10 has been applied.</p><p>Figure 6-2: Isoconcentration Contours for NO₂ in the Future No-Build Scenario</p><p>Note: Concentration contours are shown in units of ppb, and a multiplier of 10 has been applied.</p></div> <p>Source: Air Quality Impact Assessment Report - AECOM.</p> <p>The Air Quality Impact Assessment concluded that: Impacts from the Future Build Conditions with the new Bradford Bypass on a cumulative basis within the Air Quality Study Area increases in comparison to a No-Build scenario for several contaminants and their respective averaging periods. This is predominately due to increased traffic along the Bradford Bypass, where in a No-Build scenario this traffic is dispersed along Holland Street and Bridget Street and within communities to the south of the Air Quality Study Area (for example, demonstrated in the traffic reporting related to this project). This included significant increases in NO₂, SO₂, PM_{2.5}, Acetaldehyde, Benzo(a)pyrene, and formaldehyde and some increases in CO. Maximum concentrations which are relevant for acute events also show significant increases, for example a 49% increase in SO₂ and more than 50% increases in fine and large particulates, acetaldehyde, formaldehyde etc. for</p>		

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					<p>critical receptor number 19 (other receptors' models were not displayed in a comparable manner). The results indicated that for NO₂, 1 hour averages 80% of the hours in the future build scenario would have a cumulative concentration above the CAAQS limit of 79 ppm and a 100% of hours would exceed the AAQC for benzo(a)pyrene. In relation to GHGs, the MTO failed to incorporate induced demand in the future build scenario to calculate additional vehicle kilometers traveled that would be induced by the highway, and failed to give a transparent total vehicle assumption or a vehicle emissions factor. In any event the air quality impact assessment predicts that the proposed highway would be a significant contributor to regional GHG emissions even without incorporating the effect of induced demand. No mitigation measures are proposed to address the increase in greenhouse gas emissions from the project which will lead to catastrophic climate disaster for all of humanity and the planet.</p> <p>12. Many less expensive alternatives to this highway have not been considered. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment act to consider road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. That roadway was rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of alternatives are, however, a requirement for all Class EA Studies.</p>		

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					<p>A major condition of the 2002 Bradford Bypass EA Approval, was a requirement to conduct a Class EA Study at the time MTO wished to proceed with this project. This study would ensure the currency of the proposed project in light of current travel demand, previously unforeseen environmental factors, new legislation and a full review of all reasonable alternatives including combinations of regional and local roadways.</p> <p>The following are reasonable alternatives that would need to be considered both individually and in combination with one or more other reasonable alternatives if the Class EA Study that was underway at the time Regulation 697/21 was issued had not been terminated. Each of these proposed alternative solutions would then be evaluated against the then approved Bradford Bypass 4 lane controlled access freeway. Because the Class EA Study was canceled by this regulation, the only comparison AECOM have used throughout the Draft Impact Assessment Report is "Do Nothing". Given that the actual travel problem we are now faced with is local, rather than long distance traffic, we are confident one or more of the following reasonable alternatives would be dramatically preferable to the now 8 lane, Bradford Bypass.</p> <p>Alternatives to the Bradford Bypass:</p> <ol style="list-style-type: none"> 1. Construct a 4 lane arterial road bridge over the West Branch of the Holland River at the currently planned location for the Bradford Bypass bridge – together with paved 4 lane roadways to both Bathurst St. and a connection to Bradford's 8th Line. 2. Build a 4 lane arterial road bridge over the Holland River from Ravenshoe Road to connect with Simcoe Line 13 or another appropriate east – west arterial road on the west bank of the Holland River. 		

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					<p>3. Extend and widen Green Lane to 6 lanes and create a diagonal transition from Green Lane to Hwy 9 and highway bridge intersection with Highway 9 around Dufferin St. The Green Lane / Highway 9 option will better serve and reduce both local and long distance traffic from Newmarket south to at least Aurora Sideroad.</p> <p>Any one or a combination of these alternatives will address a substantial amount of local travel problems while being significantly less costly and environmentally invasive.</p> <p>As you can see, there are a lot of questions and concerns surrounding the approach the province is taking. It's too much money to spend on an unjustified project that will have significant environmental impacts!</p> <p>We look forward to hearing back from the project team with answers to our questions.</p> <p>Enjoy the day, Sincerely, Aaron Robertson, a concerned Newmarket Ontario citizen James E Hunter, P. Eng., Newmarket, Ontario.</p>		

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CT-DraftEIAR-75	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR- Natural Heritage	June 29, 2023	<p>Good morning:</p> <p>Please see natural heritage comments attached, which include comments based on review of the "Draft Environmental Impact Assessment Report" as well as responses to the revisions in the Final Environmental Conditions Report based on our September 2022 comments.</p> <p>Regards,</p> <p>[REDACTED]</p> <p>Twitter: @LSRCA Facebook: LakeSimcoeConservation</p> <p>Have feedback? Please fill out our Customer Service Survey today.</p> <p>Please note: the LSRCA Board of Directors approved a change to our Fee Policy. The new fees took effect on December 30, 2022. Please click here to view our updated fee schedule.</p> <p>The information in this message (including attachments) is directed in confidence solely to the person(s) named above and may not be otherwise distributed, copied or disclosed. The message may contain information that is privileged, confidential and exempt from disclosure under the Municipal Freedom of Information and Protection of Privacy Act and by the Personal Information Protection Electronic Documents Act. If you have received this message in error, please notify the sender immediately and delete the message without making a copy.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. Please see attached the Project Team's responses to LSRCA's comments on the Draft EIAR.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	Yes – see LSRCA attachment.

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Ct-DraftEIAR-76	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 29, 2023	Hi, I am writing because I am against the Bradford Bypass and have many questions about the EIA. Please find attached a letter outlining all the questions I would like answered. Thank you [REDACTED]	Hi [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. 1. Time and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period? The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities. In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres. Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations, have recently been finalized and incorporated into an Updated Draft Environmental Impact Assessment Report. This updated report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIAR and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time. The Updated Draft Environmental Impact Assessment Report was available for review on the Project Website (https://www.bradfordbypass.ca/study-process/) until August 14, 2023.	No

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						<p>2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas. In addition, the Project Team has consulted with local and regional municipalities, and the traffic analysis for the proposed Bradford Bypass has considered the planned local transportation and transit improvements to be implemented by others.</p> <p>The original route planning study (2002 Approved Environmental Assessment – EA) concluded that additional relief from congestion in this Study Area could only be accommodated through the protection and implementation of a provincial right of way.</p> <p>As part of the 2002 Approved EA, the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 Approved EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p>	

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						<p>For more information on the Analysis and Evaluation of alternatives, refer to Section 2.1.6 of the 2002 Approved EA, which can be found in the enclosed link: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>Further to the conclusion of the 2002 Approved EA, as part of this Preliminary Design study, a traffic analysis was completed and the result of the review has confirmed the need of the highway. This analysis included the review of existing traffic conditions and modelling of future forecast traffic conditions and it has been confirmed that updates to regional and municipal roads alone will not address the transportation needs within the Study Area.</p> <p>Additionally, 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.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved</p>	

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						<p>Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404.</p> <p>Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p> <p>The development of the analysis and key results from the Traffic Study have been summarized in the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report (EIAR), which were available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023, respectively. The information in the draft EIAR includes the origin and destination locations that were reviewed to determine the average travel time savings during the AM and PM peak hours. Similar to the process undertaken for MTO preliminary design studies, the Traffic Study will be finalized upon study completion and will be available if requested.</p>	

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						<p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis.</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>As detailed in the Draft EIAI (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAI).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p> <p>As detailed in Section 4.4 of the Draft EIAI, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. The model indicates that by expanding to the ultimate 8 lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on</p>	

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						<p>the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>For further information about the Traffic Study please refer to the response to Question #3 and Section 4.4 of the Updated Draft EIAR.</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states, "the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes,</p>	

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						<p>which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request.</p> <p>b. Have First Nations be consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details are included in the Updated Draft Environmental Impact Assessment Report available on the Project Website (https://www.bradfordbypass.ca/study-process/) for public review until August 14, 2023.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team completed site specific Stage 3 archaeological assessments for areas within the Study Area that were identified as having archaeological potential in accordance with the Stage 2 archaeological assessments.</p> <p>It is common practice for Stage 4 archaeology work to be completed during Detail Design. Limiting the impact to Stage 4 archaeological sites where feasible is one of the Project Team's main priorities. As a result, the Project Team will determine the exact impact limits to archaeological sites during subsequent design phases of the project. To avoid unnecessary excavation, the Project Team will then undertake the Stage 4 archaeological assessments. Any Stage 4 field work that will be undertaken must engage interested Indigenous communities.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage</p>	

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						<p>Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAR.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> - Alderville First Nation - Beausoleil First Nation - Chippewas of Georgina Island First Nation - Chippewas of Rama First Nation - Curve Lake First Nation - Hiawatha First Nation - Mississaugas of Scugog Island First Nation - Kawartha Nishnawbe First Nation - Georgian Bay Métis Council, and - Huron-Wendat Nation <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>5. Table 2-2 lays out the 12 species present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do a detailed study later on. This is a good example of study following decision or destruction, and is in violation of the standard</p>	

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						<p>EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIAR requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the preliminary design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIAR and include:</p> <ul style="list-style-type: none"> • If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. • It is recommended that culverts be designed to provide openness ratios that would allow for the 	

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						<p>passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017).</p> <ul style="list-style-type: none"> Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These preliminary mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further detail on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <p>a. The Draft IA report identifies that the Williams Treaties FN reported American Eel and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the federal enforcement.</p> <p>b. What is Ontario going to do to stand by Canada's obligations to First Nation treaty and consultation rights?</p> <p>c. Will the American Eel's presence be investigated with new field work.</p> <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of</p>	

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						<p>Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAR.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>6. Please confirm our understanding that has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>a. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater</p>	

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						<p>the site for the building of piles for elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area." There is no credible groundwater protection water. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>The risk of spills during construction of the project will be primarily limited to petroleum products from machinery (fuels and lubricants). The use of best management practices for handling of hydrocarbons according to the Ministry of Environment, Conservation and Parks and the Technical Standards and Safety Authority of the Ministry of Government Services will reduce the potential of environmental adverse effects associated with petroleum product handling and uses. Spillage of petroleum products must be immediately remediated according to these standards such that groundwater quality is not impacted.</p> <p>Mitigation plans will be generated during future phases of work for the project and for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge shall be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p> <p>For more information about the Groundwater Protection and Well Monitoring Plan please refer to Section 5.1.4 of the Updated Draft EIAR.</p>	

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						<p>b. How exactly is the province going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>c. What penalties are contractors going to face for violating the discharge requirements?</p> <p>d. If penalties are not enough to compel adherence, what next?</p> <p>e. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>f. Please confirm is monitoring will continue or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project."</p> <p>The Groundwater Monitoring Program includes groundwater level monitoring and groundwater quality monitoring to establish the pre-construction baseline conditions for comparison of data collected during and post-construction.</p> <p>During the Preliminary Design study, Golder Associates Ltd. (Golder) installed monitoring wells during the ongoing geotechnical investigations. Monitoring is expected to be completed within these same monitoring wells during all future phases of work for the Project, including construction. Residential monitoring wells will also be part of this program if they fall within the Radius of Influence of the excavation dewatering and permission to enter is granted to gain access to monitor the well. Detail Design will inform the need for further groundwater investigations. Penalties for discharging any deleterious substance or material to the lands will vary based on the federal, provincial or municipal legislation that might be violated. Beyond legislated penalties, contractor behavior is monitored by the Ministry and poor behavior may result in additional financial or reputational impacts. The Ministry's process for selecting contractors to support future phases of the work for the project also includes consideration of past performance and assessment of the</p>	

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						<p>contractors understanding of the project and sensitivities within the Study Area. Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIA, and will be carried forward to subsequent phases of the project.</p> <p>g. Explain what kind of environmental impact would make the project stop; or is any impact acceptable?</p> <p>This government takes environmental protection seriously and is implementing a path forward that will ensure environmental protections are not compromised while building this much needed project quickly and safely. Current work on the Bradford Bypass project will continue to be subject to all conditions under Ontario Regulation 697/21.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team has undertaken several environmental impact assessments to identify and document the potential impacts, proposed mitigation measures, and environmental commitments, which are summarized in the Environmental Impact Assessment Report (EIA).</p> <p>The Ministry of Transportation must also comply with all current federal and provincial environmental requirements. This includes consultation as set out in the regulation and obtaining permits and approvals for the project prior to the start of construction. Obtaining these permits and approvals, which are mechanisms to help protect the environment, confirms that the ministry has met or surpassed the environmental requirements.</p> <p>h. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>i. Does this meager bit of help extend to those who did not provide baseline information about their well water?</p>	

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						<p>j. If there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>MTO will work with owners of water wells who experience issues to determine if the issue is the result of Bradford Bypass project activities.</p> <p>If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) the Ministry will undertake to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the Ministry, until remediation measures have resolved the issue.</p> <p>A water well survey was completed for the project to determine the pre-construction assessment of private well supplies in the vicinity of the Study Area noted above. Where no response was provided from Property Owners as part of the water well survey, an additional attempt shall be undertaken during Detail Design to contact these owners via mail, email, phone calls, site visit, etc. This information will be used to provide a baseline for water wells prior to the proposed construction to determine existing water quality and quantity of each property.</p> <p>7. How much is this project going to cost?</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>8. When will the Bradford Bypass be completed?</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p>	

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						<p>The Ontario government is committed to fully funding the construction of the 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.</p> <p>A four-lane configuration is planned to be constructed first with two general purpose lanes in each direction. To plan for the future, the Ministry is also considering the design of an ultimate eight-lane design for the Bradford Bypass. The ultimate, eight-lane configuration for the project will feature three general purpose lanes and one HOV lanes in each direction.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <ul style="list-style-type: none"> a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health? b. Will you put air quality monitors in Bradford? c. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket? d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there? <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood</p>	

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						<p>resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIAR. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p> <p>The Project Team is currently utilizing the National Air Pollution Surveillance air quality monitoring stations to assess air quality levels. Five years of existing data sets were analyzed from stations within the region, and the complete data set from the closest station or most representative station for each contaminant of concern was selected to represent the background air quality for the Study Area. Due to the proximity of the Study Area to the Toronto Area, monitoring stations within the City of</p>	

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						<p>Toronto were given preference as the one of the most representative locations for the air quality contaminants of concern. As such, Roadside Wallberg – University of Toronto monitoring station, North Downsview monitoring station, Gage Institute monitoring station (all located approximately 38 – 53 km from the Study Area) were used. The nearest monitoring station is in Newmarket. Additional information regarding the assessment of potential air quality impacts have been summarized in Section 2.2.4 and Section 5.2.4 of the Draft EIA.</p> <p>Land has been designated for the Bradford Bypass since the 2002 Approved EA was completed. As noted above, consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts and is critical to a project's success. The ministry is actively consulting and engaging with private landowners, developers and school boards within the Study Area. Engagement and consultation has included having a project website and telephone line, having a project contact list for regular project updates, providing notices and correspondence via email, mail, and Ontario Government Notices in local newspapers, hosting public information centres and online events, and holding meetings with Indigenous communities, municipalities, environmental agencies, and stakeholders. More information on the project consultation activities are included in Section 7 of the Updated Draft EIA.</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along</p>	

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						<p>highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification. It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. The report predicts significant exceedances for NO2 and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO2 exceedances may be extremely severe and will impact on the Charter rights and human rights of residents in the study area and beyond without justification for the need for the project.</p> <p>Study Area, MOVES3 data, vehicles and assumptions: In order to model relevant vehicle types within the Air Quality Impact Assessment Study Area, MOVES3 data was input to the model and refinements were made to exclude fuel types such as ethanol given these fuels are not readily available for use in Ontario. Fuel inputs utilized in MOVES3.0 modelling at the time of the assessment included: Fuel Type IDs 1, 2, 3 and 9. ID 5 (ethanol) was not included as flex fuel cars and fuelling stations are not</p>	

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						<p>readily available in Ontario. The specific source type fractions utilized for various vehicle types applied within the project study area and the related fraction of expected vehicle usage for both passenger-class vehicles and heavy-class vehicles, including the distribution of vehicle types in the heavy truck vehicle category, were combined to create representative vehicle emission for vehicle class that can reasonable be expected to be in use in 2041. Highway 400/404 corridors were included in the Air Quality Impact Assessment. The full air quality study area is shown in Figure 2-9 of the Updated Draft EIAI and demonstrates that the air quality study area included emission sources within the boundary of assessment, including but not limited to Highway 400 (500 m south of Rural Rd. 88 to 500 m north of Concession Rd. 11), Highway 404 (500 m south of Queensville Sideroad E to 500 m north of Boag Road), the entirety of the proposed Bradford Bypass, Bridge Street, Holland Street W, 10th Sideroad, Young Street/Barrie Street, and Queensville Sideroad.</p> <p>Traffic distributions and truck traffic: The same Average Annual Daily Traffic (AADT) were used for all scenarios. AADT values for each air quality emission source vary between the three scenarios evaluated based on projected existing traffic within the study area, and future no-build and build traffic projections however the same 24-hour traffic distribution percentages were applied. Three representative 24-hour distribution percentages were applied to the air quality emission sources. These were applied to a given source of emission depending on the type of road in question, e.g. a "Leslie St." 24-hour distribution was applied to air quality emission sources which were categorized as community arterial roads; a "HWY 400" 24-hour distribution was applied to air quality emission sources categorized as highways; and, a "2nd Concession Rd" 24-hour distribution was applied to rural roads. These same 24-hr distributions were applied to the assigned source for all three scenarios of evaluation (existing conditions, future no-build, and future build).</p> <p>Fuel usage distribution [i.e. diesel, gasoline, CNG, etc.] and vehicle age distribution within each vehicle type category were modelled based on MOVES3.0 default fuel use and age distribution database inputs assigned to the</p>	

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						<p>year of evaluation. Heavy truck traffic was included in the modelling with a percentage assigned to each air quality emission source anticipated from this vehicle type.</p> <p>Health Impacts, Critical Receptors and Background/Study Area Monitoring Data: The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAI.</p> <p>The Project Team is aware some critical receptors have been identified as 'missing' by a number of stakeholders. Having reviewed the data, these 'missing' receptors were included as residences in the Air Quality Impact Assessment. Potential impacts at the 'missing' receptors within the Air Quality Impact Assessment Study Area are reflected in the assessment by other, nearby critical receptors and receptors identified on Figure 2-9 and 2-10 of the Updated Draft EIAI.</p> <p>The approach to identifying representative air quality levels is conservative and often ensures the worst-case conditions are reflected so as to not under-represent conditions within a study area; i.e. background air quality contaminant levels included within the assessment may be representative or higher than expected for the area in question.</p> <p>While it is recognized that localized in-situ monitoring may provide more accurate data, use of existing monitoring stations within the NAPS network for statistically relevant background monitoring data is a generally accepted and conservative methodology for provincial environmental impact air quality assessments. Stations selected for the background air quality assessment were chosen based on total data availability over a most recent five-year period as a minimum of 12 months of daily and hourly data is required to ensure statistical relevance. Stations were also selected based on their proximity to the air quality study area with the meteorological station selected as representative of the air quality study area within 15 km north-west of the air quality study area. Stations must also be a relative representation of similar types of existing sources of air quality emission in the study area and it is</p>	

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						<p>notable that the meteorological station selected as representative of air quality in the study area was provided by the MECF in site-specific MET data requested for the project modelling.</p> <p>12. Many less expensive alternatives to this highway have not been considered. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment act to consider road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. That roadway was rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of alternatives are, however, a requirement for all Class EA Studies. A major condition of the 2002 Bradford Bypass EA Approval, was a requirement to conduct a Class EA Study at the time MTO wished to proceed with this project. This study would ensure the currency of the proposed project in light of current travel demand, previously unforeseen environmental factors, new legislation and a full review of all reasonable alternatives including combinations of regional and local roadways. The following are reasonable alternatives that would need to be considered both individually and in combination with one or more other reasonable alternatives if the Class EA Study that was underway at the time Regulation 697 /21 was issued. Each of these proposed alternative solutions would then be evaluated against the then approved Bradford Bypass 4 lane controlled access freeway. Because the Class EA Study was canceled by this regulation, the only comparison AECOM have used throughout the Draft Impact Assessment Report is "Do Nothing". Given that the actual travel problem we are now faced with is local, rather than long distance traffic, we are confident one or more of the following</p>	


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						<p>reasonable alternatives would be dramatically preferable to the now 8 lane, Bradford Bypass. Alternatives to the Bradford Bypass:</p> <ul style="list-style-type: none"> a Construct a 4 lane arterial road bridge over the West Branch of the Holland River at the currently planned location for the Bradford Bypass bridge – together with paved 4 lane roadways to both Bathurst St. and a connection to Bradford's 8th Line. b Build a 4 lane arterial road bridge over the Holland River from Ravenshoe Road to connect with Simcoe Line 13 or another appropriate east – west arterial road on the west bank of the Holland River. c Extend and widen Green Lane to 6 lanes and create a diagonal transition from Green Lane to Hwy 9 and highway bridge intersection with Highway 9 around Dufferin St. The Green Lane / Highway 9 option will better serve and reduce both local and long distance traffic from Newmarket south to at least Aurora Sideroad. <p>Any one or a combination of these alternatives will address a substantial amount of local travel problems while being significantly less costly and environmentally invasive. Once again, what logic is being used to ignore these options given all of the rationale in favour of these other alternatives?</p> <p>The planning process that resulted in the 2002 approved Environmental Assessment (EA) for the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed during the Route Planning and EA Study as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of</p>	

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						<p>construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>The Bradford Bypass Project has been modelled based on current local, regional, and provincial projections and data. This addresses the problem of "lack of long-term planning" per the Bradford Bypass 2002 approved EA..</p> <p>The 2002 approved EA reviewed a broad area of analysis which included several corridors, including areas south of the current corridor, and Highway 89/Ravenshoe Road.</p> <p>The Bradford Corridor was selected as the preferred corridor over Highway 89/Ravenshoe Road as it was beyond the maximum north limit of 10th Line / Boag Road which was assessed in a previous EA study and was determined that a Management Area or river crossing north of this would entail unacceptable environmental impact, which lead to the withdrawal of the Highway 89 EA studies in 1986-87.</p> <p>The Bradford Corridor was selected as the preferred corridor over the southern alternatives as there was no south alternative that met the primary purpose of the study to reduce out-of-way travel. The south limit was established as Highway 88 and Queensville Sideroad.</p> <p>The original purpose of the Bradford Bypass per the 2002 Approved EA was to address the "east-west" long-distance travel demand crossover between Highway 400 and Highway 404 which is a provincial responsibility and distinct from the locally generated trips which use a municipal road to access the provincial network. As noted in the report, the overall network benefits from vehicle-hours of travel time savings and vehicle-kilometres of travel distance savings are observed during the 2041 AM peak hour and during the 2041 PM peak hour in the updated interchange locations. Local roads forecasted to exceed capacity by 2031 and 2041 under the No-Build scenarios see significant relief from traffic as a result of the diversion to the Bradford Bypass in the Build scenarios.</p>	

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						<p>While the Town of Bradford West Gwillimbury owns a closed road allowance east of Artesian Industrial Parkway for 8th Line to Holland River, Hochreiter Road itself is a private road. A connection at this location would not address the primary purpose of the Bradford Bypass to connect Highway 400 and Highway 404. The local benefit of this route is likely outweighed by the reduced congestion of Bridge Street created by the Bradford Bypass. A bridge across 8th Line would still require out-of-way travel, which this study is looking to reduce, to connect to provincial transportation facilities. Improvements would likely be required on Bathurst Street and Queensville Sideroad. Significant property impact (similar to the Bradford Bypass) would be required for a new corridor connection from 8th Line straight to Highway 404. For more information on the 2002 Approved EA, please see the enclosed linked: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>For more information on the assessment of alternative routes, please refer to the response to question #3.</p> <p>The Project Team will continue to carefully consider all impacts to wetland areas and will continue to work with Indigenous communities, 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 Bradford Bypass Project will continue to look at opportunities to minimize impacts to these wetlands through engineering refinements.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-77	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 29, 2023	<p>Submitted by email to ProjectTeam@BradfordBypass.ca By June 30, 2023</p> <p>Dear Sirs,</p> <p>We have many concerns with this project, the process it is following, and this report is no different. Please answer our questions below.</p> <ol style="list-style-type: none"> 1. Timing and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period? 2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway. <ol style="list-style-type: none"> Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis. For instance this meaningless babble from pg. 	<p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>1. Time and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period?</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities. In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations, have recently been finalized and incorporated into an Updated Draft Environmental Impact Assessment Report. This updated report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIAR and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>The Updated Draft Environmental Impact Assessment Report was available for review on the Project Website (https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p>	No

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					<p>334:</p> <p><i>On average between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 403 and Highway 404 compared to existing routes in the No Build scenario.</i></p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, <i>"Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed."</i> The Draft IA states, "the southern portion of the site ... will be impacted by construction. Stage 4 Archaeological Assessment excavation plans will be submitted to the Ministry of Citizenship and Multiculturalism and Indigenous communities prior to the Stage 4 excavation being conducted," (pg 395).</p> <p>So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We</p>	<p>2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas. In addition, the Project Team has consulted with local and regional municipalities, and the traffic analysis for the proposed Bradford Bypass has considered the planned local transportation and transit improvements to be implemented by others.</p> <p>The original route planning study (2002 Approved Environmental Assessment – EA) concluded that additional relief from congestion in this Study Area could only be accommodated through the protection and implementation of a provincial right of way.</p> <p>As part of the 2002 Approved EA, the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 Approved EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p>	

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					<p>are staunchly opposed to this violation of this site particularly absent the completed stage 4 archaeological assessment of the Lower Landing and the endorsement of the First Nations.</p>  <p><i>Bradford Bypass is still too close to the Lower Landing. The Lower Landing is in the area of WC-25 in the image above. This clip of a map shows Provincially significant wetlands (orange); unevaluated wetlands (blue); cold water fish habitat (black) and warm (pink); Original / full map available on pg 55 of Draft IA report.</i></p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request?</p> <p>b. Have First Nations been consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>c. It is imperative that the Ontario Government uncover all evidence of burials where the highways are to be built. How this is done must follow affected First Nations' protocols and wishes. These are some thoughts from a non-native resident of the area on the topic:</p> <p>i. These burial sites must be preserved and protected or possibly moved to another location. Identifying registered and unregistered burial sites should be relatively simple for the Ontario Government as the information is readily</p>	<p>For more information on the Analysis and Evaluation of alternatives, refer to Section 2.1.6 of the 2002 Approved EA, which can be found in the enclosed link: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>Further to the conclusion of the 2002 Approved EA, as part of this Preliminary Design study, a traffic analysis was completed and the result of the review has confirmed the need of the highway. This analysis included the review of existing traffic conditions and modelling of future forecast traffic conditions and it has been confirmed that updates to regional and municipal roads alone will not address the transportation needs within the Study Area.</p> <p>Additionally, 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.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved</p>	

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					<p>available from their own ministries, authorities as well as from local governments and churches/cemeteries. While 'registered burial sites' are easy to identify, 'unregistered sites' need to be confirmed and registered as required under Ontario's Funeral, Burial and Cremation Services Act, 2002 while 'Still to be found sites' require sleuthing, historical research and boots on the ground investigation. One of the most extreme requirements that could be requested is for the Ontario Government to perform thorough Ground Penetrating Radar (GPR) surveying of every square foot of the Bradford Bypass. Anomalies called 'targets' would receive special attention via Archaeological digs. Human remains discovered would either be left in place or moved. All work and costs are to be borne by the Ontario government. This solution for 'Still to be found' burial sites is as necessary as the work done and currently being done for the former Residential Schools in Canada.</p> <p>5. Species at Risk</p> <p>a. Table 2-2 lays out the 12 species at risk present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do detailed study later on. This is a good example of study following decision or destruction, and is in violation of standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>b. There is a requirement for the Minister of the Department of Fisheries and Oceans to consider, when making certain decisions related to the fish and fish habitat protection (and pollution prevention) provisions of the Act, the Indigenous knowledge of the Indigenous peoples of Canada that has been provided to the Minister (34.1(1) (g) of the Fisheries Act); and,</p> <p>c. Requirement to protect the confidentiality of Indigenous knowledge that is provided to the Minister in confidence, except under limited</p>	<p>Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404.</p> <p>Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p> <p>The development of the analysis and key results from the Traffic Study have been summarized in the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report (EIAR), which were available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023, respectively. The information in the draft EIAR includes the origin and destination locations that were reviewed to determine the average travel time savings during the AM and PM peak hours. Similar to the process undertaken for MTO preliminary design studies, the Traffic Study will be finalized upon study completion and will be available if requested.</p>	

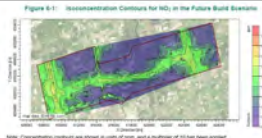

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					<p>circumstances (subsection 61.2 (1) of the Fisheries Act)."</p> <p>d. The Draft IA report identifies that the Williams Treaties FN reported American Eel https://www.dfo-mpo.gc.ca/species-especes/publications/sara-lep/eel-anquille/index-eng.html and (delay in listing - actually gets no protection now) Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the Federal enforcement.</p> <p>i. What is Ontario going to do to stand by Canada's obligations to First Nations treaty and consultation rights?</p> <p>j. Will the American Eel's presence be investigated with new fieldwork?</p> <p>6. There are many concerns related to surface water and groundwater.</p> <p>a. Please confirm our understanding that there has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>b. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for the elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area," p 295. There is no credible groundwater protection plan. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>c. HOW exactly is the province (MoECP) going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>d. What penalties are contractors going to face for violating the discharge requirements?</p> <p>e. If penalties are not enough to compel adherence, what next?</p>	<p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis.</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>As detailed in the Draft EIAR (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAR).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p> <p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. The model indicates that by expanding to the ultimate 8 lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on</p>	

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					<p>f. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>g. Please confirm if monitoring will continue, or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project" P. 79.</p> <p>h. Explain what kind of environmental impact would make this project stop; or is any impact acceptable?</p> <p>i. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>j. Does this meager bit of help get extended to those who did not provide baseline information about their well water?</p> <p>k. Is there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>7. How much is this project going to cost?</p> <p>8. When will the Bradford Bypass be completed?</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <p>a. How will you be informing people living along the route about the increased risk of traffic</p>	<p>the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>For further information about the Traffic Study please refer to the response to Question #3 and Section 4.4 of the Updated Draft EIAR.</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states," the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes,</p>	

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					<p>related air pollution and its effects on human health?</p> <p>b. Will you put air quality monitors in Bradford?</p> <p>c. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket?</p> <p>d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there?</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. In order to understand traffic related air pollution, relevant vehicle types and assumptions need to be used. The air dispersion modeling report simply indicates that MOVES3 default data was used - but the EPA has emphasized the need to include relevant vehicle type inputs into the model.</p> <p>The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The air dispersion modeling report states that the vehicle type distributions were based on MOVES3.0 default database inputs even though there are no such inputs. It also says that the 24 hour traffic distribution was assumed to be equal to the AADT distribution. However the consultant appeared to use different AADT distributions for different scenarios without explanation and the distributions differed significantly as between build and no build scenarios. Mitigation in the form of frequent diesel heavy truck</p>	<p>which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request.</p> <p>b. Have First Nations be consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details are included in the Updated Draft Environmental Impact Assessment Report available on the Project Website (https://www.bradfordbypass.ca/study-process/) for public review until August 14, 2023.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team completed site specific Stage 3 archaeological assessments for areas within the Study Area that were identified as having archaeological potential in accordance with the Stage 2 archaeological assessments.</p> <p>It is common practice for Stage 4 archaeology work to be completed during Detail Design. Limiting the impact to Stage 4 archaeological sites where feasible is one of the Project Team's main priorities. As a result, the Project Team will determine the exact impact limits to archaeological sites during subsequent design phases of the project. To avoid unnecessary excavation, the Project Team will then undertake the Stage 4 archaeological assessments. Any Stage 4 field work that will be undertaken must engage interested Indigenous communities.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage</p>	


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					<p>vehicle emission inspections should be included as a mitigation measure to ensure that newer vehicle emissions systems are not being tampered with. The air dispersion modeling report indicates that ethanol based fuels were excluded even though this goes against EPA recommendations for using the model. The report lacks transparency about assumptions made about future vehicle fleet characteristics for both passenger vehicles and heavy trucks.</p> <p>The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification.</p> <p>It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. Using existing monitors in Innisfil, Newmarket and other distant and irrelevant locations is not justifiable. For the air dispersion modeling, MTO appears to be relying on these distant locations (eg. Egbert) for preparation of the wind rose as well,</p>	<p>Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAR.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> - Alderville First Nation - Beausoleil First Nation - Chippewas of Georgina Island First Nation - Chippewas of Rama First Nation - Curve Lake First Nation - Hiawatha First Nation - Mississaugas of Scugog Island First Nation - Kawartha Nishnawbe First Nation - Georgian Bay Métis Council, and - Huron-Wendat Nation <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>5. Table 2-2 lays out the 12 species present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do a detailed study later on. This is a good example of study following decision or destruction, and is in violation of the standard</p>	

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					<p>even though meteorological conditions in the study area may be markedly different. MTO also did not identify numerous recreational and daycare facilities adjacent to the Bypass corridor which were identified by Simcoe County Greenbelt Coalition.</p> <p>[add adam's map]</p> <p>The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to-date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. These are described in the report by the Canadian Association of Physicians for the Environment (April 2022) Mobilizing Evidence report. The Air Quality report predicts significant exceedances for NO2 and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO2 exceedances may be extremely severe and will impact on the <i>Charter</i> rights and human rights of residents in the study area and beyond without justification for the need for the project.</p>	<p>EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIA requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the preliminary design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIA and include:</p> <ul style="list-style-type: none"> • If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. • It is recommended that culverts be designed to provide openness ratios that would allow for the 	

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					<p>Figure 6-1: Inconcentration Contours for NO₂ in the Future Build Scenario</p>  <p>Figure 6-2: Inconcentration Contours for NO₂ in the Future No-Build Scenario</p>  <p>Source: Air Quality Impact Assessment Report - AECOM.</p> <p>The Air Quality Impact Assessment concluded that: Impacts from the Future Build Conditions with the new Bradford Bypass on a cumulative basis within the Air Quality Study Area increases in comparison to a No-Build scenario for several contaminants and their respective averaging periods. This is predominately due to increased traffic along the Bradford Bypass, where in a No-Build scenario this traffic is dispersed along Holland Street and Bridget Street and within communities to the south of the Air Quality Study Area (for example, demonstrated in the traffic reporting related to this project). This included significant increases in NO₂, SO₂, PM_{2.5}, Acetaldehyde, Benzo(a)pyrene, and formaldehyde and some increases in CO. Maximum concentrations which are relevant for acute events also show significant increases, for example a 49% increase in SO₂ and more than 50% increases in fine and large particulates, acetaldehyde, formaldehyde etc. for</p>	<p>passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017).</p> <ul style="list-style-type: none"> Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These preliminary mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further detail on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <ol style="list-style-type: none"> The Draft IA report identifies that the Williams Treaties FN reported American Eel and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the federal enforcement. What is Ontario going to do to stand by Canada's obligations to First Nation treaty and consultation rights? Will the American Eel's presence be investigated with new field work. <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in</p>	

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					<p>critical receptor number 19 (other receptors' models were not displayed in a comparable manner). The results indicated that for NO₂, 1 hour averages 80% of the hours in the future build scenario would have a cumulative concentration above the CAAQS limit of 79 ppm and a 100% of hours would exceed the AAQC for benzo(a)pyrene.</p> <p>In relation to GHGs, the MTO failed to incorporate induced demand in the future build scenario to calculate additional vehicle kilometers traveled that would be induced by the highway, and failed to give a transparent total vehicle assumption, vehicle type assumption including the age of the emissions controls on heavy diesel trucks, or a vehicle emissions factor. In any event the air quality impact assessment predicts that the proposed highway would be a significant contributor to regional GHG emissions even without incorporating the effect of induced demand. No mitigation measures are proposed to address the increase in greenhouse gas emissions from the project which will contribute to catastrophic climate disaster for all of humanity and the planet.</p> <p>12. Many less expensive alternatives to this highway have not been considered. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment act to consider road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. That roadway was rejected as it was not considered feasible to</p>	<p>March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAR.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>6. Please confirm our understanding that has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p>	

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					<p>convert it to a controlled access facility. Consideration of these types of alternatives are, however, a requirement for all Class EA Studies.</p> <p>A major condition of the 2002 Bradford Bypass EA Approval, was a requirement to conduct a Class EA Study at the time MTO wished to proceed with this project. This study would ensure the currency of the proposed project in light of current travel demand, previously unforeseen environmental factors, new legislation and a full review of all reasonable alternatives including combinations of regional and local roadways.</p> <p>The following are reasonable alternatives that would need to be considered both individually and in combination with one or more other reasonable alternatives if the Class EA Study that was underway at the time Regulation 697 /21 was issued had not been terminated. Each of these proposed alternative solutions would then be evaluated against the then approved Bradford Bypass 4 lane controlled access freeway. Because the Class EA Study was canceled by this regulation, the only comparison AECOM have used throughout the Draft Impact Assessment Report is "Do Nothing". Given that the actual travel problem we are now faced with is local, rather than long distance traffic, we are confident one or more of the following reasonable alternatives would be dramatically preferable to the now 8 lane, Bradford Bypass.</p> <p>Alternatives to the Bradford Bypass:</p> <ol style="list-style-type: none"> Construct a 4 lane arterial road bridge over the West Branch of the Holland River at the currently planned location for the Bradford Bypass bridge – together with paved 4 lane 	<p>a. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area." There is no credible groundwater protection water. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>The risk of spills during construction of the project will be primarily limited to petroleum products from machinery (fuels and lubricants). The use of best management practices for handling of hydrocarbons according to the Ministry of Environment, Conservation and Parks and the Technical Standards and Safety Authority of the Ministry of Government Services will reduce the potential of environmental adverse effects associated with petroleum product handling and uses. Spillage of petroleum products must be immediately remediated according to these standards such that groundwater quality is not impacted.</p> <p>Mitigation plans will be generated during future phases of work for the project and for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge shall be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p>	

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					<p>roadways to both Bathurst St. and a connection to Bradford's 8th Line.</p> <p>2. Build a 4 lane arterial road bridge over the Holland River from Ravenshoe Road to connect with Simcoe Line 13 or another appropriate east – west arterial road on the west bank of the Holland River.</p> <p>3. Extend and widen Green Lane to 6 lanes and create a diagonal transition from Green Lane to Hwy 9 and highway bridge intersection with Highway 9 around Dufferin St. The Green Lane / Highway 9 option will better serve and reduce both local and long distance traffic from Newmarket south to at least Aurora Sideroad.</p> <p>Any one or a combination of these alternatives will address a substantial amount of local travel problems while being significantly less costly and environmentally invasive.</p> <p>As you can see, there are a lot of questions and concerns surrounding the approach the province is taking. It's too much money to spend on an unjustified project that will have significant environmental impacts!</p> <p>We look forward to hearing back from the project team with answers to our questions.</p> <p>Enjoy the day,</p> <p>Sincerely, </p>	<p>For more information about the Groundwater Protection and Well Monitoring Plan please refer to Section 5.1.4 of the Updated Draft EIAR.</p> <p>b. How exactly is the province going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>c. What penalties are contractors going to face for violating the discharge requirements?</p> <p>d. If penalties are not enough to compel adherence, what next?</p> <p>e. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>f. Please confirm is monitoring will continue or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project."</p> <p>The Groundwater Monitoring Program includes groundwater level monitoring and groundwater quality monitoring to establish the pre-construction baseline conditions for comparison of data collected during and post-construction.</p> <p>During the Preliminary Design study, Golder Associates Ltd. (Golder) installed monitoring wells during the ongoing geotechnical investigations. Monitoring is expected to be completed within these same monitoring wells during all future phases of work for the Project, including construction. Residential monitoring wells will also be part of this program if they fall within the Radius of Influence of the excavation dewatering and permission to enter is granted to gain access to monitor the well. Detail Design will inform the need for further groundwater investigations. Penalties for discharging any deleterious substance or material to the lands will vary based on the federal, provincial or municipal legislation that might be violated. Beyond legislated penalties, contractor behavior is monitored by the Ministry and poor behavior may result</p>	

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						<p>in additional financial or reputational impacts. The Ministry's process for selecting contractors to support future phases of the work for the project also includes consideration of past performance and assessment of the contractors understanding of the project and sensitivities within the Study Area. Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>g. Explain what kind of environmental impact would make the project stop; or is any impact acceptable?</p> <p>This government takes environmental protection seriously and is implementing a path forward that will ensure environmental protections are not compromised while building this much needed project quickly and safely. Current work on the Bradford Bypass project will continue to be subject to all conditions under Ontario Regulation 697/21.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team has undertaken several environmental impact assessments to identify and document the potential impacts, proposed mitigation measures, and environmental commitments, which are summarized in the Environmental Impact Assessment Report (EIAR).</p> <p>The Ministry of Transportation must also comply with all current federal and provincial environmental requirements. This includes consultation as set out in the regulation and obtaining permits and approvals for the project prior to the start of construction. Obtaining these permits and approvals, which are mechanisms to help protect the environment, confirms that the ministry has met or surpassed the environmental requirements.</p> <p>h. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p>	

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						<p>i. Does this meager bit of help extend to those who did not provide baseline information about their well water?</p> <p>j. If there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>MTO will work with owners of water wells who experience issues to determine if the issue is the result of Bradford Bypass project activities.</p> <p>If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) the Ministry will undertake to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the Ministry, until remediation measures have resolved the issue.</p> <p>A water well survey was completed for the project to determine the pre-construction assessment of private well supplies in the vicinity of the Study Area noted above. Where no response was provided from Property Owners as part of the water well survey, an additional attempt shall be undertaken during Detail Design to contact these owners via mail, email, phone calls, site visit, etc. This information will be used to provide a baseline for water wells prior to the proposed construction to determine existing water quality and quantity of each property.</p> <p>7. How much is this project going to cost?</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>8. When will the Bradford Bypass be completed?</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p>	

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						<p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>The Ontario government is committed to fully funding the construction of the 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.</p> <p>A four-lane configuration is planned to be constructed first with two general purpose lanes in each direction. To plan for the future, the Ministry is also considering the design of an ultimate eight-lane design for the Bradford Bypass. The ultimate, eight-lane configuration for the project will feature three general purpose lanes and one HOV lanes in each direction.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <ul style="list-style-type: none"> a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health? b. Will you put air quality monitors in Bradford? c. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket? d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there? 	

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						<p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIAI. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p> <p>The Project Team is currently utilizing the National Air Pollution Surveillance air quality monitoring stations to assess air quality levels. Five years of existing data sets were analyzed from stations within the region, and the complete data set from the closest station or most</p>	

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						<p>representative station for each contaminant of concern was selected to represent the background air quality for the Study Area. Due to the proximity of the Study Area to the Toronto Area, monitoring stations within the City of Toronto were given preference as the one of the most representative locations for the air quality contaminants of concern. As such, Roadside Wallberg – University of Toronto monitoring station, North Downsview monitoring station, Gage Institute monitoring station (all located approximately 38 – 53 km from the Study Area) were used. The nearest monitoring station is in Newmarket. Additional information regarding the assessment of potential air quality impacts have been summarized in Section 2.2.4 and Section 5.2.4 of the Draft EIAR.</p> <p>Land has been designated for the Bradford Bypass since the 2002 Approved EA was completed. As noted above, consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts and is critical to a project's success. The ministry is actively consulting and engaging with private landowners, developers and school boards within the Study Area. Engagement and consultation has included having a project website and telephone line, having a project contact list for regular project updates, providing notices and correspondence via email, mail, and Ontario Government Notices in local newspapers, hosting public information centres and online events, and holding meetings with Indigenous communities, municipalities, environmental agencies, and stakeholders. More information on the project consultation activities are included in Section 7 of the Updated Draft EIAR.</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario.</p>	

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						<p>There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification. It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to-date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. The report predicts significant exceedances for NO2 and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO2 exceedances may be extremely severe and will impact on the Charter rights and human rights of residents in the study area and beyond without justification for the need for the project.</p> <p>Study Area, MOVES3 data, vehicles and assumptions: In order to model relevant vehicle types within the Air Quality Impact Assessment Study Area, MOVES3 data was input to the model and refinements were made to exclude fuel types such as ethanol given these fuels are</p>	

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						<p>not readily available for use in Ontario. Fuel inputs utilized in MOVES3.0 modelling at the time of the assessment included: Fuel Type IDs 1, 2, 3 and 9. ID 5 (ethanol) was not included as flex fuel cars and fuelling stations are not readily available in Ontario. The specific source type fractions utilized for various vehicle types applied within the project study area and the related fraction of expected vehicle usage for both passenger-class vehicles and heavy-class vehicles, including the distribution of vehicle types in the heavy truck vehicle category, were combined to create representative vehicle emission for vehicle class that can reasonable be expected to be in use in 2041.</p> <p>Highway 400/404 corridors were included in the Air Quality Impact Assessment. The full air quality study area is shown in Figure 2-9 of the Updated Draft EIAR and demonstrates that the air quality study area included emission sources within the boundary of assessment, including but not limited to Highway 400 (500 m south of Rural Rd. 88 to 500 m north of Concession Rd. 11), Highway 404 (500 m south of Queensville Sideroad E to 500 m north of Boag Road), the entirety of the proposed Bradford Bypass, Bridge Street, Holland Street W, 10th Sideroad, Young Street/Barrie Street, and Queensville Sideroad.</p> <p>Traffic distributions and truck traffic: The same Average Annual Daily Traffic (AADT) were used for all scenarios. AADT values for each air quality emission source vary between the three scenarios evaluated based on projected existing traffic within the study area, and future no-build and build traffic projections however the same 24-hour traffic distribution percentages were applied. Three representative 24-hour distribution percentages were applied to the air quality emission sources. These were applied to a given source of emission depending on the type of road in question, e.g. a "Leslie St." 24-hour distribution was applied to air quality emission sources which were categorized as community arterial roads; a "HWY 400" 24-hour distribution was applied to air quality emission sources categorized as highways; and, a "2nd Concession Rd" 24-hour distribution was applied to rural roads. These same 24-hr distributions were applied to the assigned source for all three scenarios of evaluation (existing conditions, future no-build, and future build).</p>	

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						<p>Fuel usage distribution [i.e. diesel, gasoline, CNG, etc.] and vehicle age distribution within each vehicle type category were modelled based on MOVES3.0 default fuel use and age distribution database inputs assigned to the year of evaluation. Heavy truck traffic was included in the modelling with a percentage assigned to each air quality emission source anticipated from this vehicle type.</p> <p>Health Impacts, Critical Receptors and Background/Study Area Monitoring Data: The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAR.</p> <p>The Project Team is aware some critical receptors have been identified as 'missing' by a number of stakeholders. Having reviewed the data, these 'missing' receptors were included as residences in the Air Quality Impact Assessment. Potential impacts at the 'missing' receptors within the Air Quality Impact Assessment Study Area are reflected in the assessment by other, nearby critical receptors and receptors identified on Figure 2-9 and 2-10 of the Updated Draft EIAR.</p> <p>The approach to identifying representative air quality levels is conservative and often ensures the worst-case conditions are reflected so as to not under-represent conditions within a study area; i.e. background air quality contaminant levels included within the assessment may be representative or higher than expected for the area in question.</p> <p>While it is recognized that localized in-situ monitoring may provide more accurate data, use of existing monitoring stations within the NAPS network for statistically relevant background monitoring data is a generally accepted and conservative methodology for provincial environmental impact air quality assessments. Stations selected for the background air quality assessment were chosen based on total data availability over a most recent five-year period as a minimum of 12 months of daily and hourly data is required to ensure statistical relevance. Stations were also selected based on their proximity to the air quality</p>	

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						<p>study area with the meteorological station selected as representative of the air quality study area within 15 km north-west of the air quality study area. Stations must also be a relative representation of similar types of existing sources of air quality emission in the study area and it is notable that the meteorological station selected as representative of air quality in the study area was provided by the MECP in site-specific MET data requested for the project modelling.</p> <p>12. Many less expensive alternatives to this highway have not been considered. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment act to consider road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. That roadway was rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of alternatives are, however, a requirement for all Class EA Studies. A major condition of the 2002 Bradford Bypass EA Approval, was a requirement to conduct a Class EA Study at the time MTO wished to proceed with this project. This study would ensure the currency of the proposed project in light of current travel demand, previously unforeseen environmental factors, new legislation and a full review of all reasonable alternatives including combinations of regional and local roadways. The following are reasonable alternatives that would need to be considered both individually and in combination with one or more other reasonable alternatives if the Class EA Study that was underway at the time Regulation 697 /21 was issued. Each of these proposed alternative solutions would then be evaluated against the then approved Bradford Bypass 4 lane controlled access freeway. Because the Class EA Study was canceled by this regulation, the</p>	

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						<p>only comparison AECOM have used throughout the Draft Impact Assessment Report is "Do Nothing". Given that the actual travel problem we are now faced with is local, rather than long distance traffic, we are confident one or more of the following reasonable alternatives would be dramatically preferable to the now 8 lane, Bradford Bypass.</p> <p>Alternatives to the Bradford Bypass:</p> <ul style="list-style-type: none"> a Construct a 4 lane arterial road bridge over the West Branch of the Holland River at the currently planned location for the Bradford Bypass bridge – together with paved 4 lane roadways to both Bathurst St. and a connection to Bradford's 8th Line. b Build a 4 lane arterial road bridge over the Holland River from Ravenshoe Road to connect with Simcoe Line 13 or another appropriate east – west arterial road on the west bank of the Holland River. c Extend and widen Green Lane to 6 lanes and create a diagonal transition from Green Lane to Hwy 9 and highway bridge intersection with Highway 9 around Dufferin St. The Green Lane / Highway 9 option will better serve and reduce both local and long distance traffic from Newmarket south to at least Aurora Sideroad. <p>Any one or a combination of these alternatives will address a substantial amount of local travel problems while being significantly less costly and environmentally invasive. Once again, what logic is being used to ignore these options given all of the rationale in favour of these other alternatives?</p> <p>The planning process that resulted in the 2002 approved Environmental Assessment (EA) for the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed during the Route Planning and EA Study as</p>	


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						<p>the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>The Bradford Bypass Project has been modelled based on current local, regional, and provincial projections and data. This addresses the problem of "lack of long-term planning" per the Bradford Bypass 2002 approved EA..</p> <p>The 2002 approved EA reviewed a broad area of analysis which included several corridors, including areas south of the current corridor, and Highway 89/Ravenshoe Road.</p> <p>The Bradford Corridor was selected as the preferred corridor over Highway 89/Ravenshoe Road as it was beyond the maximum north limit of 10th Line / Boag Road which was assessed in a previous EA study and was determined that a Management Area or river crossing north of this would entail unacceptable environmental impact, which lead to the withdrawal of the Highway 89 EA studies in 1986-87.</p> <p>The Bradford Corridor was selected as the preferred corridor over the southern alternatives as there was no south alternative that met the primary purpose of the study to reduce out-of-way travel. The south limit was established as Highway 88 and Queensville Sideroad.</p> <p>The original purpose of the Bradford Bypass per the 2002 Approved EA was to address the "east-west" long-distance travel demand crossover between Highway 400 and Highway 404 which is a provincial responsibility and distinct from the locally generated trips which use a municipal road to access the provincial network. As noted in the report, the overall network benefits from vehicle-hours of travel time savings and vehicle-kilometres of travel distance savings are observed during the 2041 AM peak hour and during the 2041 PM peak hour in the</p>	

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						<p>updated interchange locations. Local roads forecasted to exceed capacity by 2031 and 2041 under the No-Build scenarios see significant relief from traffic as a result of the diversion to the Bradford Bypass in the Build scenarios.</p> <p>While the Town of Bradford West Gwillimbury owns a closed road allowance east of Artesian Industrial Parkway for 8th Line to Holland River, Hochreiter Road itself is a private road. A connection at this location would not address the primary purpose of the Bradford Bypass to connect Highway 400 and Highway 404. The local benefit of this route is likely outweighed by the reduced congestion of Bridge Street created by the Bradford Bypass. A bridge across 8th Line would still require out-of-way travel, which this study is looking to reduce, to connect to provincial transportation facilities. Improvements would likely be required on Bathurst Street and Queensville Sideroad. Significant property impact (similar to the Bradford Bypass) would be required for a new corridor connection from 8th Line straight to Highway 404. For more information on the 2002 Approved EA, please see the enclosed linked: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>For more information on the assessment of alternative routes, please refer to the response to question #3.</p> <p>The Project Team will continue to carefully consider all impacts to wetland areas and will continue to work with Indigenous communities, 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 Bradford Bypass Project will continue to look at opportunities to minimize impacts to these wetlands through engineering refinements.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p>	

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						<p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-79	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 29, 2023	<p>Dear Sirs,</p> <p>We have many concerns with this project, the process it is following, and this report is no different. Please answer our questions below.</p> <ol style="list-style-type: none"> Timing and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period? Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway. <ol style="list-style-type: none"> Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis. For instance this meaningless babble from pg. 334: <small>On average, between the various origin-destination pairs using the Bradford Bypass in the peak direction during the peak period, would save up to 75% of minutes of travel time when connecting between Highway 400 and Highway 401 compared to existing routes in the No Build scenario</small> 	<p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <ol style="list-style-type: none"> Time and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period? <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities. In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations, have recently been finalized and incorporated into an Updated Draft Environmental Impact Assessment Report. This updated report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIAR and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>The Updated Draft Environmental Impact Assessment Report was available for review on the Project Website (https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p>	No

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					<p>2. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "<i>Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed.</i>" The Draft IA states, "the southern portion of the site ... will be impacted by construction. Stage 4 Archaeological Assessment excavation plans will be submitted to the Ministry of Citizenship and Multiculturalism and Indigenous communities prior to the Stage 4 excavation being conducted," (pg 395). So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the completed stage 4 archaeological assessment of the Lower Landing and the endorsement of the First Nations.</p>	<p>2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas. In addition, the Project Team has consulted with local and regional municipalities, and the traffic analysis for the proposed Bradford Bypass has considered the planned local transportation and transit improvements to be implemented by others.</p> <p>The original route planning study (2002 Approved Environmental Assessment – EA) concluded that additional relief from congestion in this Study Area could only be accommodated through the protection and implementation of a provincial right of way.</p> <p>As part of the 2002 Approved EA, the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 Approved EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p>	

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					 <p><i>Bradford Bypass is still too close to the Lower Landing. The Lower Landing is in the area of WC-25 in the image above. This clip of a map shows Provincially significant wetlands (orange); unevaluated wetlands (blue); cold water fish habitat (black) and warm (pink); Original / full map available on pg 55 of Draft IA report.</i></p> <ol style="list-style-type: none"> As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request? Have First Nations been consulted about this part of the plan? Please provide written evidence of their approval of this route. It is imperative that the Ontario Government uncover all evidence of burials where the highways are to be built. How this is done must follow affected First Nations' protocols and wishes. These are some thoughts from a non-native resident of the area on the topic: <ol style="list-style-type: none"> These burial sites must be preserved and protected or possibly moved to another location. Identifying registered and unregistered burial sites should be relatively simple for the Ontario Government as the information is 	<p>For more information on the Analysis and Evaluation of alternatives, refer to Section 2.1.6 of the 2002 Approved EA, which can be found in the enclosed link: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>Further to the conclusion of the 2002 Approved EA, as part of this Preliminary Design study, a traffic analysis was completed and the result of the review has confirmed the need of the highway. This analysis included the review of existing traffic conditions and modelling of future forecast traffic conditions and it has been confirmed that updates to regional and municipal roads alone will not address the transportation needs within the Study Area.</p> <p>Additionally, 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.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved</p>	

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					<p>readily available from their own ministries, authorities as well as from local governments and churches/cemeteries. While 'registered burial sites' are easy to identify, 'unregistered sites' need to be confirmed and registered as required under Ontario's Funeral, Burial and Cremation Services Act, 2002 while 'Still to be found sites' require sleuthing, historical research and boots on the ground investigation. One of the most extreme requirements that could be requested is for the Ontario Government to perform thorough Ground Penetrating Radar (GPR) surveying of every square foot of the Bradford Bypass. Anomalies called 'targets' would receive special attention via Archaeological digs. Human remains discovered would either be left in place or moved. All work and costs are to be borne by the Ontario government. This solution for 'Still to be found' burial sites is as necessary as the work done and currently being done for the former Residential Schools in Canada.</p> <p>5. Species at Risk</p> <p>1. Table 2-2 lays out the 12 species at risk present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do detailed study later on. This is a good example of study following decision or destruction, and is in violation of standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>2. There is a requirement for the Minister of the Department of Fisheries and Oceans to consider, when making certain decisions related to the fish and</p>	<p>Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404.</p> <p>Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p> <p>The development of the analysis and key results from the Traffic Study have been summarized in the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report (EIAR), which were available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023, respectively. The information in the draft EIAR includes the origin and destination locations that were reviewed to determine the average travel time savings during the AM and PM peak hours. Similar to the process undertaken for MTO preliminary design studies, the Traffic Study will be finalized upon study completion and will be available if requested.</p>	

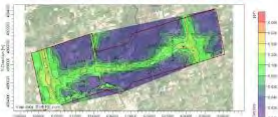

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					<p>fish habitat protection (and pollution prevention) provisions of the Act, the Indigenous knowledge of the Indigenous peoples of Canada that has been provided to the Minister (34.1(1) (g) of the Fisheries Act); and,</p> <p>3. Requirement to protect the confidentiality of Indigenous knowledge that is provided to the Minister in confidence, except under limited circumstances (subsection 61.2 (1) of the Fisheries Act)."</p> <p>4. The Draft IA report identifies that the Williams Treaties FN reported American Eel https://www.dfo-mpo.gc.ca/species-especies/publications/sara-lep/eel-anquille/index-eng.html and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the Federal enforcement.</p> <p>1. What is Ontario going to do to stand by Canada's obligations to First Nations treaty and consultation rights?</p> <p>2. Will the American Eel's presence be investigated with new fieldwork?</p> <p>6. There are many concerns related to surface water and groundwater.</p> <p>1. Please confirm our understanding that there has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>2. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for the elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area," p 295. There is no</p>	<p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis.</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>As detailed in the Draft EIAR (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAR).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p> <p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. The model indicates that by expanding to the ultimate 8 lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on</p>	

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					<p>credible groundwater protection plan. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>3. HOW exactly is the province (MoECP) going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>4. What penalties are contractors going to face for violating the discharge requirements?</p> <p>5. If penalties are not enough to compel adherence, what next?</p> <p>6. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>7. Please confirm if monitoring will continue, or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project" P. 79.</p> <p>8. Explain what kind of environmental impact would make this project stop; or is any impact acceptable?</p> <p>9. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>1. Does this meager bit of help get extended to those who did not provide baseline information about their well water?</p> <p>2. Is there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>7. How much is this project going to cost?</p> <p>8. When will the Bradford Bypass be completed?</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p>	<p>the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>For further information about the Traffic Study please refer to the response to Question #3 and Section 4.4 of the Updated Draft EIAR.</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states," the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes,</p>	

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					<p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <ol style="list-style-type: none"> How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health? Will you put air quality monitors in Bradford? How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket? The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there? <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. In order to understand traffic related air pollution, relevant vehicle types and assumptions need to be used. The air dispersion modeling report simply indicates that MOVES3 default data was used - but the EPA has emphasized the need to include relevant vehicle type inputs into the model.</p> <p>The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The air dispersion modeling report states that the vehicle type distributions were based on MOVES3.0 default database inputs even though there are no such inputs. It also says that the 24 hour traffic distribution was assumed to be equal to the AADT distribution. However the</p>	<p>which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request.</p> <p>b. Have First Nations be consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details are included in the Updated Draft Environmental Impact Assessment Report available on the Project Website (https://www.bradfordbypass.ca/study-process/) for public review until August 14, 2023.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team completed site specific Stage 3 archaeological assessments for areas within the Study Area that were identified as having archaeological potential in accordance with the Stage 2 archaeological assessments.</p> <p>It is common practice for Stage 4 archaeology work to be completed during Detail Design. Limiting the impact to Stage 4 archaeological sites where feasible is one of the Project Team's main priorities. As a result, the Project Team will determine the exact impact limits to archaeological sites during subsequent design phases of the project. To avoid unnecessary excavation, the Project Team will then undertake the Stage 4 archaeological assessments. Any Stage 4 field work that will be undertaken must engage interested Indigenous communities.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage</p>	

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					<p>consultant appeared to use different AADT distributions for different scenarios without explanation and the distributions differed significantly as between build and no build scenarios. Mitigation in the form of frequent diesel heavy truck vehicle emission inspections should be included as a mitigation measure to ensure that newer vehicle emissions systems are not being tampered with. The air dispersion modeling report indicates that ethanol based fuels were excluded even though this goes against EPA recommendations for using the model. The report lacks transparency about assumptions made about future vehicle fleet characteristics for both passenger vehicles and heavy trucks.</p> <p>The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario.</p> <p>There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification.</p> <p>It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. Using existing monitors in Innisfil, Newmarket and other distant and irrelevant locations is not justifiable. For the air dispersion modeling, MTO appears to be relying on these distant locations (eg. Egbert) for preparation of the wind rose as well, even though meteorological conditions in the study area may be markedly different. MTO also did not identify numerous recreational and daycare</p>	<p>Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAR.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> - Alderville First Nation - Beausoleil First Nation - Chippewas of Georgina Island First Nation - Chippewas of Rama First Nation - Curve Lake First Nation - Hiawatha First Nation - Mississaugas of Scugog Island First Nation - Kawartha Nishnawbe First Nation - Georgian Bay Métis Council, and - Huron-Wendat Nation <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>5. Table 2-2 lays out the 12 species present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do a detailed study later on. This is a good example of study following decision or destruction, and is in violation of the standard</p>	

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					<p>facilities adjacent to the Bradford Bypass corridor which were identified by Simcoe County Greenbelt Coalition.</p> <p>[add adam's map]</p> <p>The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to-date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. These are described in the report by the Canadian Association of Physicians for the Environment (April 2022) Mobilizing Evidence report. The Air Quality report predicts significant exceedances for NO2 and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO2 exceedances may be extremely severe and will impact on the <i>Charter</i> rights and human rights of residents in the study area and beyond without justification for the need for the project.</p>	<p>EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIAR requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the preliminary design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIAR and include:</p> <ul style="list-style-type: none"> • If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. • It is recommended that culverts be designed to provide openness ratios that would allow for the 	

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					<p>Figure 6-11: Isoconcentration Contours for NO₂ in the Future Build Scenario</p>  <p>Note: Concentration contours are shown in units of ppb, and a multiplier of 10 has been applied.</p> <p>Figure 6-12: Isoconcentration Contours for NO₂ in the Future No-Build Scenario</p>  <p>Note: Concentration contours are shown in units of ppb, and a multiplier of 10 has been applied.</p> <p>Source: Air Quality Impact Assessment Report - AECOM.</p> <p>The Air Quality Impact Assessment concluded that: Impacts from the Future Build Conditions with the new Bradford Bypass on a cumulative basis within the Air Quality Study Area increases in comparison to a No-Build scenario for several contaminants and their respective averaging periods. This is predominately due to increased traffic along the Bradford Bypass, where in a No-Build scenario this traffic is dispersed along Holland Street and Bridget Street and within communities to the south of the Air Quality Study Area (for example, demonstrated in the traffic reporting related to this project). This included significant increases in NO₂, SO₂, PM_{2.5}, Acetaldehyde, Benzo(a)pyrene, and formaldehyde and some increases in CO. Maximum concentrations which are relevant for acute events also show significant increases, for example a 49% increase in SO₂ and more than 50% increases in fine and large particulates, acetaldehyde, formaldehyde etc. for critical receptor number 19 (other receptors' models were not displayed in a comparable manner). The results indicated that for NO₂, 1</p>	<p>passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017).</p> <ul style="list-style-type: none"> Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These preliminary mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further detail on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <p>a. The Draft IA report identifies that the Williams Treaties FN reported American Eel and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the federal enforcement.</p> <p>b. What is Ontario going to do to stand by Canada's obligations to First Nation treaty and consultation rights?</p> <p>c. Will the American Eel's presence be investigated with new field work.</p> <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peilastates</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in</p>	

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					<p>hour averages 80% of the hours in the future build scenario would have a cumulative concentration above the CAAQS limit of 79 ppm and a 100% of hours would exceed the AAQC for benzo(a)pyrene.</p> <p>In relation to GHGs, the MTO failed to incorporate induced demand in the future build scenario to calculate additional vehicle kilometers traveled that would be induced by the highway, and failed to give a transparent total vehicle assumption, vehicle type assumption including the age of the emissions controls on heavy diesel trucks, or a vehicle emissions factor. In any event the air quality impact assessment predicts that the proposed highway would be a significant contributor to regional GHG emissions even without incorporating the effect of induced demand. No mitigation measures are proposed to address the increase in greenhouse gas emissions from the project which will contribute to catastrophic climate disaster for all of humanity and the planet.</p> <p>12. Many less expensive alternatives to this highway have not been considered. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment act to consider road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. That roadway was rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of alternatives are, however, a requirement for all Class EA Studies.</p> <p>A major condition of the 2002 Bradford Bypass EA Approval, was a requirement to conduct a Class EA Study at the time MTO wished to proceed with this project. This study would ensure the currency of the proposed project in light of current travel demand, previously unforeseen environmental factors, new legislation and a full review of all reasonable</p>	<p>March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAR.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>6. Please confirm our understanding that has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p>	

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					<p>alternatives including combinations of regional and local roadways.</p> <p>The following are reasonable alternatives that would need to be considered both individually and in combination with one or more other reasonable alternatives if the Class EA Study that was underway at the time Regulation 697 /21 was issued had not been terminated. Each of these proposed alternative solutions would then be evaluated against the then approved Bradford Bypass 4 lane controlled access freeway. Because the Class EA Study was canceled by this regulation, the only comparison AECOM have used throughout the Draft Impact Assessment Report is "Do Nothing". Given that the actual travel problem we are now faced with is local, rather than long distance traffic, we are confident one or more of the following reasonable alternatives would be dramatically preferable to the now 8 lane, Bradford Bypass. Alternatives to the Bradford Bypass:</p> <ol style="list-style-type: none"> 1. Construct a 4 lane arterial road bridge over the West Branch of the Holland River at the currently planned location for the Bradford Bypass bridge – together with paved 4 lane roadways to both Bathurst St. and a connection to Bradford's 8th Line. 2. Build a 4 lane arterial road bridge over the Holland River from Ravenshoe Road to connect with Simcoe Line 13 or another appropriate east – west arterial road on the west bank of the Holland River. 3. Extend and widen Green Lane to 6 lanes and create a diagonal transition from Green Lane to Hwy 9 and highway bridge intersection with Highway 9 around Dufferin St. The Green Lane / Highway 9 option will better serve and reduce both local and long distance traffic from Newmarket south to at least Aurora Sideroad. 	<p>a. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area." There is no credible groundwater protection water. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>The risk of spills during construction of the project will be primarily limited to petroleum products from machinery (fuels and lubricants). The use of best management practices for handling of hydrocarbons according to the Ministry of Environment, Conservation and Parks and the Technical Standards and Safety Authority of the Ministry of Government Services will reduce the potential of environmental adverse effects associated with petroleum product handling and uses. Spillage of petroleum products must be immediately remediated according to these standards such that groundwater quality is not impacted.</p> <p>Mitigation plans will be generated during future phases of work for the project and for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge shall be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p>	

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						<p>For more information about the Groundwater Protection and Well Monitoring Plan please refer to Section 5.1.4 of the Updated Draft EIAR.</p> <ul style="list-style-type: none"> b. How exactly is the province going to monitor groundwater discharges to ensure they meet Ontario's water quality standards? c. What penalties are contractors going to face for violating the discharge requirements? d. If penalties are not enough to compel adherence, what next? e. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe? f. Please confirm is monitoring will continue or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project." <p>The Groundwater Monitoring Program includes groundwater level monitoring and groundwater quality monitoring to establish the pre-construction baseline conditions for comparison of data collected during and post-construction.</p> <p>During the Preliminary Design study, Golder Associates Ltd. (Golder) installed monitoring wells during the ongoing geotechnical investigations. Monitoring is expected to be completed within these same monitoring wells during all future phases of work for the Project, including construction. Residential monitoring wells will also be part of this program if they fall within the Radius of Influence of the excavation dewatering and permission to enter is granted to gain access to monitor the well. Detail Design will inform the need for further groundwater investigations. Penalties for discharging any deleterious substance or material to the lands will vary based on the federal, provincial or municipal legislation that might be violated. Beyond legislated penalties, contractor behavior is monitored by the Ministry and poor behavior may result</p>	

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						<p>in additional financial or reputational impacts. The Ministry's process for selecting contractors to support future phases of the work for the project also includes consideration of past performance and assessment of the contractors understanding of the project and sensitivities within the Study Area. Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>g. Explain what kind of environmental impact would make the project stop; or is any impact acceptable?</p> <p>This government takes environmental protection seriously and is implementing a path forward that will ensure environmental protections are not compromised while building this much needed project quickly and safely. Current work on the Bradford Bypass project will continue to be subject to all conditions under Ontario Regulation 697/21.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team has undertaken several environmental impact assessments to identify and document the potential impacts, proposed mitigation measures, and environmental commitments, which are summarized in the Environmental Impact Assessment Report (EIAR).</p> <p>The Ministry of Transportation must also comply with all current federal and provincial environmental requirements. This includes consultation as set out in the regulation and obtaining permits and approvals for the project prior to the start of construction. Obtaining these permits and approvals, which are mechanisms to help protect the environment, confirms that the ministry has met or surpassed the environmental requirements.</p> <p>h. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p>	

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						<p>i. Does this meager bit of help extend to those who did not provide baseline information about their well water?</p> <p>j. If there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>MTO will work with owners of water wells who experience issues to determine if the issue is the result of Bradford Bypass project activities.</p> <p>If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) the Ministry will undertake to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the Ministry, until remediation measures have resolved the issue.</p> <p>A water well survey was completed for the project to determine the pre-construction assessment of private well supplies in the vicinity of the Study Area noted above. Where no response was provided from Property Owners as part of the water well survey, an additional attempt shall be undertaken during Detail Design to contact these owners via mail, email, phone calls, site visit, etc. This information will be used to provide a baseline for water wells prior to the proposed construction to determine existing water quality and quantity of each property.</p> <p>7. How much is this project going to cost?</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>8. When will the Bradford Bypass be completed?</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p>	

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						<p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>The Ontario government is committed to fully funding the construction of the 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.</p> <p>A four-lane configuration is planned to be constructed first with two general purpose lanes in each direction. To plan for the future, the Ministry is also considering the design of an ultimate eight-lane design for the Bradford Bypass. The ultimate, eight-lane configuration for the project will feature three general purpose lanes and one HOV lanes in each direction.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <ol style="list-style-type: none"> How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health? Will you put air quality monitors in Bradford? How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket? The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there? 	

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						<p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIA. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p> <p>The Project Team is currently utilizing the National Air Pollution Surveillance air quality monitoring stations to assess air quality levels. Five years of existing data sets were analyzed from stations within the region, and the complete data set from the closest station or most</p>	

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						<p>representative station for each contaminant of concern was selected to represent the background air quality for the Study Area. Due to the proximity of the Study Area to the Toronto Area, monitoring stations within the City of Toronto were given preference as the one of the most representative locations for the air quality contaminants of concern. As such, Roadside Wallberg – University of Toronto monitoring station, North Downsview monitoring station, Gage Institute monitoring station (all located approximately 38 – 53 km from the Study Area) were used. The nearest monitoring station is in Newmarket. Additional information regarding the assessment of potential air quality impacts have been summarized in Section 2.2.4 and Section 5.2.4 of the Draft EIAR.</p> <p>Land has been designated for the Bradford Bypass since the 2002 Approved EA was completed. As noted above, consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts and is critical to a project's success. The ministry is actively consulting and engaging with private landowners, developers and school boards within the Study Area. Engagement and consultation has included having a project website and telephone line, having a project contact list for regular project updates, providing notices and correspondence via email, mail, and Ontario Government Notices in local newspapers, hosting public information centres and online events, and holding meetings with Indigenous communities, municipalities, environmental agencies, and stakeholders. More information on the project consultation activities are included in Section 7 of the Updated Draft EIAR.</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario.</p>	

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						<p>There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification. It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to-date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. The report predicts significant exceedances for NO₂ and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO₂ exceedances may be extremely severe and will impact on the Charter rights and human rights of residents in the study area and beyond without justification for the need for the project.</p> <p>Study Area, MOVES3 data, vehicles and assumptions: In order to model relevant vehicle types within the Air Quality Impact Assessment Study Area, MOVES3 data was input to the model and refinements were made to exclude fuel types such as ethanol given these fuels are</p>	

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						<p>not readily available for use in Ontario. Fuel inputs utilized in MOVES3.0 modelling at the time of the assessment included: Fuel Type IDs 1, 2, 3 and 9. ID 5 (ethanol) was not included as flex fuel cars and fuelling stations are not readily available in Ontario. The specific source type fractions utilized for various vehicle types applied within the project study area and the related fraction of expected vehicle usage for both passenger-class vehicles and heavy-class vehicles, including the distribution of vehicle types in the heavy truck vehicle category, were combined to create representative vehicle emission for vehicle class that can reasonable be expected to be in use in 2041.</p> <p>Highway 400/404 corridors were included in the Air Quality Impact Assessment. The full air quality study area is shown in Figure 2-9 of the Updated Draft EIAI and demonstrates that the air quality study area included emission sources within the boundary of assessment, including but not limited to Highway 400 (500 m south of Rural Rd. 88 to 500 m north of Concession Rd. 11), Highway 404 (500 m south of Queensville Sideroad E to 500 m north of Boag Road), the entirety of the proposed Bradford Bypass, Bridge Street, Holland Street W, 10th Sideroad, Young Street/Barrie Street, and Queensville Sideroad.</p> <p>Traffic distributions and truck traffic: The same Average Annual Daily Traffic (AADT) were used for all scenarios. AADT values for each air quality emission source vary between the three scenarios evaluated based on projected existing traffic within the study area, and future no-build and build traffic projections however the same 24-hour traffic distribution percentages were applied. Three representative 24-hour distribution percentages were applied to the air quality emission sources. These were applied to a given source of emission depending on the type of road in question, e.g. a "Leslie St." 24-hour distribution was applied to air quality emission sources which were categorized as community arterial roads; a "HWY 400" 24-hour distribution was applied to air quality emission sources categorized as highways; and, a "2nd Concession Rd" 24-hour distribution was applied to rural roads. These same 24-hr distributions were applied to the assigned source for all three scenarios of evaluation (existing conditions, future no-build, and future build).</p>	

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						<p>Fuel usage distribution [i.e. diesel, gasoline, CNG, etc.] and vehicle age distribution within each vehicle type category were modelled based on MOVES3.0 default fuel use and age distribution database inputs assigned to the year of evaluation. Heavy truck traffic was included in the modelling with a percentage assigned to each air quality emission source anticipated from this vehicle type.</p> <p>Health Impacts, Critical Receptors and Background/Study Area Monitoring Data: The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAR.</p> <p>The Project Team is aware some critical receptors have been identified as 'missing' by a number of stakeholders. Having reviewed the data, these 'missing' receptors were included as residences in the Air Quality Impact Assessment. Potential impacts at the 'missing' receptors within the Air Quality Impact Assessment Study Area are reflected in the assessment by other, nearby critical receptors and receptors identified on Figure 2-9 and 2-10 of the Updated Draft EIAR.</p> <p>The approach to identifying representative air quality levels is conservative and often ensures the worst-case conditions are reflected so as to not under-represent conditions within a study area; i.e. background air quality contaminant levels included within the assessment may be representative or higher than expected for the area in question.</p> <p>While it is recognized that localized in-situ monitoring may provide more accurate data, use of existing monitoring stations within the NAPS network for statistically relevant background monitoring data is a generally accepted and conservative methodology for provincial environmental impact air quality assessments. Stations selected for the background air quality assessment were chosen based on total data availability over a most recent five-year period as a minimum of 12 months of daily and hourly data is required to ensure statistical relevance. Stations were also selected based on their proximity to the air quality</p>	

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						<p>study area with the meteorological station selected as representative of the air quality study area within 15 km north-west of the air quality study area. Stations must also be a relative representation of similar types of existing sources of air quality emission in the study area and it is notable that the meteorological station selected as representative of air quality in the study area was provided by the MECP in site-specific MET data requested for the project modelling.</p> <p>12. Many less expensive alternatives to this highway have not been considered. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment act to consider road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. That roadway was rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of alternatives are, however, a requirement for all Class EA Studies. A major condition of the 2002 Bradford Bypass EA Approval, was a requirement to conduct a Class EA Study at the time MTO wished to proceed with this project. This study would ensure the currency of the proposed project in light of current travel demand, previously unforeseen environmental factors, new legislation and a full review of all reasonable alternatives including combinations of regional and local roadways. The following are reasonable alternatives that would need to be considered both individually and in combination with one or more other reasonable alternatives if the Class EA Study that was underway at the time Regulation 697 /21 was issued. Each of these proposed alternative solutions would then be evaluated against the then approved Bradford Bypass 4 lane controlled access freeway. Because the Class EA Study was canceled by this regulation, the</p>	

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						<p>only comparison AECOM have used throughout the Draft Impact Assessment Report is "Do Nothing". Given that the actual travel problem we are now faced with is local, rather than long distance traffic, we are confident one or more of the following reasonable alternatives would be dramatically preferable to the now 8 lane, Bradford Bypass.</p> <p>Alternatives to the Bradford Bypass:</p> <ul style="list-style-type: none"> a Construct a 4 lane arterial road bridge over the West Branch of the Holland River at the currently planned location for the Bradford Bypass bridge – together with paved 4 lane roadways to both Bathurst St. and a connection to Bradford's 8th Line. b Build a 4 lane arterial road bridge over the Holland River from Ravenshoe Road to connect with Simcoe Line 13 or another appropriate east – west arterial road on the west bank of the Holland River. c Extend and widen Green Lane to 6 lanes and create a diagonal transition from Green Lane to Hwy 9 and highway bridge intersection with Highway 9 around Dufferin St. The Green Lane / Highway 9 option will better serve and reduce both local and long distance traffic from Newmarket south to at least Aurora Sideroad. <p>Any one or a combination of these alternatives will address a substantial amount of local travel problems while being significantly less costly and environmentally invasive. Once again, what logic is being used to ignore these options given all of the rationale in favour of these other alternatives?</p> <p>The planning process that resulted in the 2002 approved Environmental Assessment (EA) for the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed during the Route Planning and EA Study as</p>	

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						<p>the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>The Bradford Bypass Project has been modelled based on current local, regional, and provincial projections and data. This addresses the problem of "lack of long-term planning" per the Bradford Bypass 2002 approved EA..</p> <p>The 2002 approved EA reviewed a broad area of analysis which included several corridors, including areas south of the current corridor, and Highway 89/Ravenshoe Road.</p> <p>The Bradford Corridor was selected as the preferred corridor over Highway 89/Ravenshoe Road as it was beyond the maximum north limit of 10th Line / Boag Road which was assessed in a previous EA study and was determined that a Management Area or river crossing north of this would entail unacceptable environmental impact, which lead to the withdrawal of the Highway 89 EA studies in 1986-87.</p> <p>The Bradford Corridor was selected as the preferred corridor over the southern alternatives as there was no south alternative that met the primary purpose of the study to reduce out-of-way travel. The south limit was established as Highway 88 and Queensville Sideroad.</p> <p>The original purpose of the Bradford Bypass per the 2002 Approved EA was to address the "east-west" long-distance travel demand crossover between Highway 400 and Highway 404 which is a provincial responsibility and distinct from the locally generated trips which use a municipal road to access the provincial network. As noted in the report, the overall network benefits from vehicle-hours of travel time savings and vehicle-kilometres of travel distance savings are observed during the 2041 AM peak hour and during the 2041 PM peak hour in the</p>	

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						<p>updated interchange locations. Local roads forecasted to exceed capacity by 2031 and 2041 under the No-Build scenarios see significant relief from traffic as a result of the diversion to the Bradford Bypass in the Build scenarios.</p> <p>While the Town of Bradford West Gwillimbury owns a closed road allowance east of Artesian Industrial Parkway for 8th Line to Holland River, Hochreiter Road itself is a private road. A connection at this location would not address the primary purpose of the Bradford Bypass to connect Highway 400 and Highway 404. The local benefit of this route is likely outweighed by the reduced congestion of Bridge Street created by the Bradford Bypass. A bridge across 8th Line would still require out-of-way travel, which this study is looking to reduce, to connect to provincial transportation facilities. Improvements would likely be required on Bathurst Street and Queensville Sideroad. Significant property impact (similar to the Bradford Bypass) would be required for a new corridor connection from 8th Line straight to Highway 404. For more information on the 2002 Approved EA, please see the enclosed linked: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>For more information on the assessment of alternative routes, please refer to the response to question #3.</p> <p>The Project Team will continue to carefully consider all impacts to wetland areas and will continue to work with Indigenous communities, 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 Bradford Bypass Project will continue to look at opportunities to minimize impacts to these wetlands through engineering refinements.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p>	

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						<p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-80	To: Project Team From: [REDACTED]	Email: [REDACTED] [REDACTED]	Draft EIAR	June 30, 2023	<p>Good morning,</p> <p>Please find the Ministry of Citizenship and Multiculturalism's comments on the Draft Environmental Impact Assessment Report (Draft EIAR) for the Bradford Bypass attached.</p> <p>We understand that another draft of the EIAR will be prepared to incorporate the findings of the archaeological assessments that are still underway. MCM staff would like to request a meeting between MCM (Heritage Planning Unit and Archaeology Program Unit) and MTO to discuss the timing and next steps for this component of the project, as well as other cultural heritage considerations.</p> <p>We suggest the following dates and times for a meeting:</p> <p>July 13, 11AM-12PM, 1-2PM July 14, 9:30AM-11AM, 1-2PM July 17, 10AM-12PM, 1-3PM July 18, 9:30-12PM, 1-3PM</p> <p>If you would kindly let us know your availability and who should attend, we can set up a Teams meeting (likely 1h).</p> <p>Thank you,</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>Hi [REDACTED]</p> <p>Thank you to you and your team for meeting with us last week.</p> <p>Please see attached the Project Team responses to MCM's comments on the Draft EIAR. Please note that following our meeting, we were contacted by an Indigenous community who requested additional time to review the archaeological reports that had been made available to them. As such, the anticipated timing for the Project Team to submit the remaining archaeological reports to the Ministry is being deferred until reviews are completed by the Indigenous communities.</p> <p>The Project Team will advise you once the archaeological reports have been submitted to MCM. Responses to MCM's comments on the Updated Draft EIAR will also be provided shortly.</p> <p>If you have any questions in relation to the attached or any other comments regarding the project, please let us know.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>	Yes – see MCM comment table for specific EIAR revisions .

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					<p>distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis. For instance this meaningless babble from pg. 334:</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional</p>	<p>2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas. In addition, the Project Team has consulted with local and regional municipalities, and the traffic analysis for the proposed Bradford Bypass has considered the planned local transportation and transit improvements to be implemented by others.</p> <p>The original route planning study (2002 Approved Environmental Assessment – EA) concluded that additional relief from congestion in this Study Area could only be accommodated through the protection and implementation of a provincial right of way.</p> <p>As part of the 2002 Approved EA, the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 Approved EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p>	

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					<p>archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." The Draft IA states," the southern portion of the site ... will be impacted by construction. Stage 4 Archaeological Assessment excavation plans will be submitted to the Ministry of Citizenship and Multiculturalism and Indigenous communities prior to the Stage 4 excavation being conducted," (pg 395).</p> <p>So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the completed stage 4 archaeological assessment of the Lower Landing and the endorsement of the First Nations.</p> <p>As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request?</p> <p>b. Have First Nations been consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>c. It is imperative that the Ontario Government uncover all evidence of burials where the highways are to be built. How this is done must follow affected First Nations' protocols and wishes. These are some thoughts from a non-native resident of the area on the topic:</p>	<p>For more information on the Analysis and Evaluation of alternatives, refer to Section 2.1.6 of the 2002 Approved EA, which can be found in the enclosed link: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>Further to the conclusion of the 2002 Approved EA, as part of this Preliminary Design study, a traffic analysis was completed and the result of the review has confirmed the need of the highway. This analysis included the review of existing traffic conditions and modelling of future forecast traffic conditions and it has been confirmed that updates to regional and municipal roads alone will not address the transportation needs within the Study Area.</p> <p>Additionally, 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.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved</p>	

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					<p>i. These burial sites must be preserved and protected or possibly moved to another location. Identifying registered and unregistered burial sites should be relatively simple for the Ontario Government as the information is readily available from their own ministries, authorities as well as from local governments and churches/cemeteries. While 'registered burial sites' are easy to identify, 'unregistered sites' need to be confirmed and registered as required under Ontario's Funeral, Burial and Cremation Services Act, 2002 while 'Still to be found sites' require sleuthing, historical research and boots on the ground investigation. One of the most extreme requirements that could be requested is for the Ontario Government to perform thorough Ground Penetrating Radar (GPR) surveying of every square foot of the Bradford Bypass. Anomalies called 'targets' would receive special attention via Archaeological digs. Human remains discovered would either be left in place or moved. All work and costs are to be borne by the Ontario government. This solution for 'Still to be found' burial sites is as necessary as the work done and currently being done for the former Residential Schools in Canada.</p> <p>5. Species at Risk</p> <p>a. Table 2-2 lays out the 12 species at risk present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do detailed study later on. This is a good example of study following decision or destruction, and is in violation of standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>b. There is a requirement for the Minister of the Department of Fisheries and</p>	<p>Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404.</p> <p>Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p> <p>The development of the analysis and key results from the Traffic Study have been summarized in the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report (EIAR), which were available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023, respectively. The information in the draft EIAR includes the origin and destination locations that were reviewed to determine the average travel time savings during the AM and PM peak hours. Similar to the process undertaken for MTO preliminary design studies,</p>	

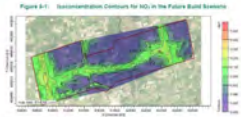

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					<p>Oceans to consider, when making certain decisions related to the fish and fish habitat protection (and pollution prevention) provisions of the Act, the Indigenous knowledge of the Indigenous peoples of Canada that has been provided to the Minister (34.1(1) (g) of the Fisheries Act); and,</p> <p>c. Requirement to protect the confidentiality of Indigenous knowledge that is provided to the Minister in confidence, except under limited circumstances (subsection 61.2 (1) of the Fisheries Act)."</p> <p>d. The Draft IA report identifies that the Williams Treaties FN reported American Eel https://www.dfo-mpo.gc.ca/species-especes/publications/sara-lep/eel-anguille/index-eng.html and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and is in the process of being listed for protection Federally.</p> <p>i. What is Ontario going to do to stand by Canada's obligations to First Nation's treaty and consultation rights?</p> <p>ii. Will the American Eel's presence be investigated with new fieldwork?</p> <p>6. There are many concerns related to surface water and groundwater.</p> <p>a. Please confirm our understanding that there has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>b. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for the elevated bridge sections of the highway. The Draft IA report says, "Construction</p>	<p>the Traffic Study will be finalized upon study completion and will be available if requested.</p> <p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis.</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>As detailed in the Draft EIAR (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAR).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p> <p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. The model indicates that by expanding to the ultimate 8 lane configuration (implementing another general purpose</p>	

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					<p>dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area," p 295. There is no credible groundwater protection plan. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>c. HOW exactly is the province (MoECP) going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>d. What penalties are contractors going to face for violating the discharge requirements?</p> <p>e. If penalties are not enough to compel adherence, what next?</p> <p>f. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>g. Please confirm if monitoring will continue, or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project" P. 79.</p> <p>h. Explain what kind of environmental impact would make this project stop; or is any impact acceptable?</p> <p>i. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>i. Does this meager bit of help get extended to those who did not provide baseline information about their well water?</p>	<p>lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>For further information about the Traffic Study please refer to the response to Question #3 and Section 4.4 of the Updated Draft EIAR.</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states," the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is</p>	

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					<p>k. Is there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>7. How much is this project going to cost?</p> <p>8. When will the Bradford Bypass be completed?</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <p>a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health?</p> <p>b. Will you put air quality monitors in Bradford?</p> <p>c. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket?</p> <p>d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there?</p>	<p>obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request.</p> <p>b. Have First Nations be consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details are included in the Updated Draft Environmental Impact Assessment Report available on the Project Website (https://www.bradfordbypass.ca/study-process/) for public review until August 14, 2023.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team completed site specific Stage 3 archaeological assessments for areas within the Study Area that were identified as having archaeological potential in accordance with the Stage 2 archaeological assessments.</p> <p>It is common practice for Stage 4 archaeology work to be completed during Detail Design. Limiting the impact to Stage 4 archaeological sites where feasible is one of the Project Team's main priorities. As a result, the Project Team will determine the exact impact limits to archaeological sites during subsequent design phases of the project. To avoid unnecessary excavation, the Project Team will then undertake the Stage 4 archaeological assessments. Any Stage 4 field work that will be undertaken must engage interested Indigenous communities.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland</p>	

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					<p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. In order to understand traffic related air pollution, relevant vehicle types and assumptions need to be used. The air dispersion modeling report simply indicates that MOVES3 default data was used - but the EPA has emphasized the need to include relevant vehicle type inputs into the model.</p> <p>The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The air dispersion modeling report states that the vehicle type distributions were based on MOVES3.0 default database inputs even though there are no such inputs. It also says that the 24 hour traffic distribution was assumed to be equal to the AADT distribution. However the consultant appeared to use different AADT distributions for different scenarios without explanation and the distributions differed significantly as between build and no build scenarios. Mitigation in the form of frequent diesel heavy truck vehicle emission inspections should be included as a mitigation measure to ensure that newer vehicle emissions systems are not being tampered with. The air dispersion modeling report indicates that ethanol based fuels were excluded even though this goes against EPA recommendations for using the model. The report lacks transparency about assumptions made about future vehicle fleet characteristics for both passenger vehicles and heavy trucks.</p> <p>The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an</p>	<p>River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAR.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> - Alderville First Nation - Beausoleil First Nation - Chippewas of Georgina Island First Nation - Chippewas of Rama First Nation - Curve Lake First Nation - Hiawatha First Nation - Mississaugas of Scugog Island First Nation - Kawartha Nishnawbe First Nation - Georgian Bay Métis Council, and - Huron-Wendat Nation <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>5. Table 2-2 lays out the 12 species present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do a detailed study later on. This is a good example of study following decision or destruction, and is in violation of the standard</p>	

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					<p>erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification.</p> <p>It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. Using existing monitors in Innisfil, Newmarket and other distant and irrelevant locations is not justifiable. For the air dispersion modeling, MTO appears to be relying on these distant locations (eg. Egbert) for preparation of the wind rose as well, even though meteorological conditions in the study area may be markedly different. MTO also did not identify numerous recreational and daycare facilities adjacent to the Bradford Bypass corridor which were identified by Simcoe County Greenbelt Coalition.</p>	<p>EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIA requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the preliminary design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIA and include:</p> <ul style="list-style-type: none"> • If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. • It is recommended that culverts be designed to provide openness ratios that would allow for the 	

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					<p>Figure 6-1: Interpolated Contours for NO₂ in the Future Build Scenario</p>  <p>Figure 6-2: Interpolated Contours for NO₂ in the Future No-Build Scenario</p>  <p>The Air Quality Impact Assessment concluded that: Impacts from the Future Build Conditions with the new Bradford Bypass on a cumulative basis within the Air Quality Study Area increases in comparison to a No-Build scenario for several contaminants and their respective averaging periods. This is predominately due to increased traffic along the Bradford Bypass, where in a No-Build scenario this traffic is dispersed along Holland Street and Bridget Street and within communities to the south of the Air Quality Study Area (for example, demonstrated in the traffic reporting related to this project). This included significant increases in NO₂, SO₂, PM_{2.5}, Acetaldehyde, Benzo(a)pyrene, and formaldehyde and some increases in CO. Maximum concentrations which are relevant for acute events also show significant increases, for example a 49% increase in SO₂ and more than 50% increases in fine and large particulates, acetaldehyde, formaldehyde etc. for critical receptor number 19 (other receptors' models were not displayed in a comparable manner). The results indicated that for NO₂, 1 hour averages 80% of the hours in the future build scenario would have a cumulative concentration above the</p>	<p>March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observations of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAR.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>6. Please confirm our understanding that has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p>	

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					<p>CAAQS limit of 79 ppm and a 100% of hours would exceed the AAQC for benzo(a)pyrene.</p> <p>In relation to GHGs, the MTO failed to incorporate induced demand in the future build scenario to calculate additional vehicle kilometers traveled that would be induced by the highway, and failed to give a transparent total vehicle assumption, vehicle type assumption including the age of the emissions controls on heavy diesel trucks, or a vehicle emissions factor. In any event the air quality impact assessment predicts that the proposed highway would be a significant contributor to regional GHG emissions even without incorporating the effect of induced demand. No mitigation measures are proposed to address the increase in greenhouse gas emissions from the project which will contribute to catastrophic climate disaster for all of humanity and the planet.</p> <p>12. Many less expensive alternatives to this highway have not been considered. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment act to consider road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. That roadway was rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of alternatives are, however, a requirement for all Class EA Studies. A major condition of the 2002 Bradford Bypass EA Approval was a requirement to conduct a Class EA Study at the time MTO wished to proceed with this project. This study would ensure the currency of the proposed project in light of current travel demand, previously</p>	<p>a. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area." There is no credible groundwater protection water. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>The risk of spills during construction of the project will be primarily limited to petroleum products from machinery (fuels and lubricants). The use of best management practices for handling of hydrocarbons according to the Ministry of Environment, Conservation and Parks and the Technical Standards and Safety Authority of the Ministry of Government Services will reduce the potential of environmental adverse effects associated with petroleum product handling and uses. Spillage of petroleum products must be immediately remediated according to these standards such that groundwater quality is not impacted.</p> <p>Mitigation plans will be generated during future phases of work for the project and for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge shall be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p>	

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					<p>unforeseen environmental factors, new legislation and a full review of all reasonable alternatives including combinations of regional and local roadways. The following are reasonable alternatives that would need to be considered both individually and in combination with one or more other reasonable alternatives if the Class EA Study that was underway at the time Regulation 697 /21 was issued had not been terminated. Each of these proposed alternative solutions would then be evaluated against the then approved Bradford Bypass 4 lane controlled access freeway. Because the Class EA Study was canceled by this regulation, the only comparison AECOM have used throughout the Draft Impact Assessment Report is "Do Nothing". Given that the actual travel problem we are now faced with is local, rather than long distance traffic, we are confident one or more of the following reasonable alternatives would be dramatically preferable to the now 8 lane, Bradford Bypass. Alternatives to the Bradford Bypass:</p> <ol style="list-style-type: none"> 1. Construct a 4 lane arterial road bridge over the West Branch of the Holland River at the currently planned location for the Bradford Bypass bridge – together with paved 4 lane roadways to both Bathurst St. and a connection to Bradford's 8th Line. 2. Build a 4 lane arterial road bridge over the Holland River from Ravenshoe Road to connect with Simcoe Line 13 or another appropriate east – west arterial road on the west bank of the Holland River. 3. Extend and widen Green Lane to 6 lanes and create a diagonal transition from Green Lane to Hwy 9 and highway bridge intersection with Highway 9 around Dufferin St. The Green Lane / Highway 9 option will better serve and reduce both local and long distance traffic from 	<p>For more information about the Groundwater Protection and Well Monitoring Plan please refer to Section 5.1.4 of the Updated Draft EIAR.</p> <ol style="list-style-type: none"> b. How exactly is the province going to monitor groundwater discharges to ensure they meet Ontario's water quality standards? c. What penalties are contractors going to face for violating the discharge requirements? d. If penalties are not enough to compel adherence, what next? e. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe? f. Please confirm is monitoring will continue or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project." <p>The Groundwater Monitoring Program includes groundwater level monitoring and groundwater quality monitoring to establish the pre-construction baseline conditions for comparison of data collected during and post-construction.</p> <p>During the Preliminary Design study, Golder Associates Ltd. (Golder) installed monitoring wells during the ongoing geotechnical investigations. Monitoring is expected to be completed within these same monitoring wells during all future phases of work for the Project, including construction. Residential monitoring wells will also be part of this program if they fall within the Radius of Influence of the excavation dewatering and permission to enter is granted to gain access to monitor the well. Detail Design will inform the need for further groundwater investigations. Penalties for discharging any deleterious substance or material to the lands will vary based on the federal, provincial or municipal legislation that might be violated. Beyond legislated penalties, contractor behavior is monitored by the Ministry and poor behavior may result</p>	

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					<p>Newmarket south to at least Aurora Sideroad.</p> <p>Any one or a combination of these alternatives will address a substantial amount of local travel problems while being significantly less costly and environmentally invasive.</p>	<p>in additional financial or reputational impacts. The Ministry's process for selecting contractors to support future phases of the work for the project also includes consideration of past performance and assessment of the contractors understanding of the project and sensitivities within the Study Area. Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>g. Explain what kind of environmental impact would make the project stop; or is any impact acceptable?</p> <p>This government takes environmental protection seriously and is implementing a path forward that will ensure environmental protections are not compromised while building this much needed project quickly and safely. Current work on the Bradford Bypass project will continue to be subject to all conditions under Ontario Regulation 697/21.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team has undertaken several environmental impact assessments to identify and document the potential impacts, proposed mitigation measures, and environmental commitments, which are summarized in the Environmental Impact Assessment Report (EIAR).</p> <p>The Ministry of Transportation must also comply with all current federal and provincial environmental requirements. This includes consultation as set out in the regulation and obtaining permits and approvals for the project prior to the start of construction. Obtaining these permits and approvals, which are mechanisms to help protect the environment, confirms that the ministry has met or surpassed the environmental requirements.</p> <p>h. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p>	

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						<p>i. Does this meager bit of help extend to those who did not provide baseline information about their well water?</p> <p>j. If there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>MTO will work with owners of water wells who experience issues to determine if the issue is the result of Bradford Bypass project activities.</p> <p>If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) the Ministry will undertake to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the Ministry, until remediation measures have resolved the issue.</p> <p>A water well survey was completed for the project to determine the pre-construction assessment of private well supplies in the vicinity of the Study Area noted above. Where no response was provided from Property Owners as part of the water well survey, an additional attempt shall be undertaken during Detail Design to contact these owners via mail, email, phone calls, site visit, etc. This information will be used to provide a baseline for water wells prior to the proposed construction to determine existing water quality and quantity of each property.</p> <p>7. How much is this project going to cost?</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>8. When will the Bradford Bypass be completed?</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p>	

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						<p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>The Ontario government is committed to fully funding the construction of the 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.</p> <p>A four-lane configuration is planned to be constructed first with two general purpose lanes in each direction. To plan for the future, the Ministry is also considering the design of an ultimate eight-lane design for the Bradford Bypass. The ultimate, eight-lane configuration for the project will feature three general purpose lanes and one HOV lanes in each direction.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <ol style="list-style-type: none"> How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health? Will you put air quality monitors in Bradford? How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket? The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there? 	

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						<p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIA. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p> <p>The Project Team is currently utilizing the National Air Pollution Surveillance air quality monitoring stations to assess air quality levels. Five years of existing data sets were analyzed from stations within the region, and the complete data set from the closest station or most</p>	

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						<p>representative station for each contaminant of concern was selected to represent the background air quality for the Study Area. Due to the proximity of the Study Area to the Toronto Area, monitoring stations within the City of Toronto were given preference as the one of the most representative locations for the air quality contaminants of concern. As such, Roadside Wallberg – University of Toronto monitoring station, North Downsview monitoring station, Gage Institute monitoring station (all located approximately 38 – 53 km from the Study Area) were used. The nearest monitoring station is in Newmarket. Additional information regarding the assessment of potential air quality impacts have been summarized in Section 2.2.4 and Section 5.2.4 of the Draft EIAR.</p> <p>Land has been designated for the Bradford Bypass since the 2002 Approved EA was completed. As noted above, consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts and is critical to a project's success. The ministry is actively consulting and engaging with private landowners, developers and school boards within the Study Area. Engagement and consultation has included having a project website and telephone line, having a project contact list for regular project updates, providing notices and correspondence via email, mail, and Ontario Government Notices in local newspapers, hosting public information centres and online events, and holding meetings with Indigenous communities, municipalities, environmental agencies, and stakeholders. More information on the project consultation activities are included in Section 7 of the Updated Draft EIAR.</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario.</p>	

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						<p>There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification. It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to-date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. The report predicts significant exceedances for NO₂ and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO₂ exceedances may be extremely severe and will impact on the Charter rights and human rights of residents in the study area and beyond without justification for the need for the project.</p> <p>Study Area, MOVES3 data, vehicles and assumptions: In order to model relevant vehicle types within the Air Quality Impact Assessment Study Area, MOVES3 data was input to the model and refinements were made to exclude fuel types such as ethanol given these fuels are</p>	

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						<p>not readily available for use in Ontario. Fuel inputs utilized in MOVES3.0 modelling at the time of the assessment included: Fuel Type IDs 1, 2, 3 and 9. ID 5 (ethanol) was not included as flex fuel cars and fuelling stations are not readily available in Ontario. The specific source type fractions utilized for various vehicle types applied within the project study area and the related fraction of expected vehicle usage for both passenger-class vehicles and heavy-class vehicles, including the distribution of vehicle types in the heavy truck vehicle category, were combined to create representative vehicle emission for vehicle class that can reasonable be expected to be in use in 2041.</p> <p>Highway 400/404 corridors were included in the Air Quality Impact Assessment. The full air quality study area is shown in Figure 2-9 of the Updated Draft EIAR and demonstrates that the air quality study area included emission sources within the boundary of assessment, including but not limited to Highway 400 (500 m south of Rural Rd. 88 to 500 m north of Concession Rd. 11), Highway 404 (500 m south of Queensville Sideroad E to 500 m north of Boag Road), the entirety of the proposed Bradford Bypass, Bridge Street, Holland Street W, 10th Sideroad, Young Street/Barrie Street, and Queensville Sideroad.</p> <p>Traffic distributions and truck traffic: The same Average Annual Daily Traffic (AADT) were used for all scenarios. AADT values for each air quality emission source vary between the three scenarios evaluated based on projected existing traffic within the study area, and future no-build and build traffic projections however the same 24-hour traffic distribution percentages were applied. Three representative 24-hour distribution percentages were applied to the air quality emission sources. These were applied to a given source of emission depending on the type of road in question, e.g. a "Leslie St." 24-hour distribution was applied to air quality emission sources which were categorized as community arterial roads; a "HWY 400" 24-hour distribution was applied to air quality emission sources categorized as highways; and, a "2nd Concession Rd" 24-hour distribution was applied to rural roads. These same 24-hr distributions were applied to the assigned source for all three scenarios of evaluation (existing conditions, future no-build, and future build).</p>	

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						<p>Fuel usage distribution [i.e. diesel, gasoline, CNG, etc.] and vehicle age distribution within each vehicle type category were modelled based on MOVES3.0 default fuel use and age distribution database inputs assigned to the year of evaluation. Heavy truck traffic was included in the modelling with a percentage assigned to each air quality emission source anticipated from this vehicle type.</p> <p>Health Impacts, Critical Receptors and Background/Study Area Monitoring Data: The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAR.</p> <p>The Project Team is aware some critical receptors have been identified as 'missing' by a number of stakeholders. Having reviewed the data, these 'missing' receptors were included as residences in the Air Quality Impact Assessment. Potential impacts at the 'missing' receptors within the Air Quality Impact Assessment Study Area are reflected in the assessment by other, nearby critical receptors and receptors identified on Figure 2-9 and 2-10 of the Updated Draft EIAR.</p> <p>The approach to identifying representative air quality levels is conservative and often ensures the worst-case conditions are reflected so as to not under-represent conditions within a study area; i.e. background air quality contaminant levels included within the assessment may be representative or higher than expected for the area in question.</p> <p>While it is recognized that localized in-situ monitoring may provide more accurate data, use of existing monitoring stations within the NAPS network for statistically relevant background monitoring data is a generally accepted and conservative methodology for provincial environmental impact air quality assessments. Stations selected for the background air quality assessment were chosen based on total data availability over a most recent five-year period as a minimum of 12 months of daily and hourly data is required to ensure statistical relevance. Stations were also selected based on their proximity to the air quality</p>	

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						<p>study area with the meteorological station selected as representative of the air quality study area within 15 km north-west of the air quality study area. Stations must also be a relative representation of similar types of existing sources of air quality emission in the study area and it is notable that the meteorological station selected as representative of air quality in the study area was provided by the MECP in site-specific MET data requested for the project modelling.</p> <p>12. Many less expensive alternatives to this highway have not been considered. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment act to consider road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. That roadway was rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of alternatives are, however, a requirement for all Class EA Studies. A major condition of the 2002 Bradford Bypass EA Approval, was a requirement to conduct a Class EA Study at the time MTO wished to proceed with this project. This study would ensure the currency of the proposed project in light of current travel demand, previously unforeseen environmental factors, new legislation and a full review of all reasonable alternatives including combinations of regional and local roadways. The following are reasonable alternatives that would need to be considered both individually and in combination with one or more other reasonable alternatives if the Class EA Study that was underway at the time Regulation 697 /21 was issued. Each of these proposed alternative solutions would then be evaluated against the then approved Bradford Bypass 4 lane controlled access freeway. Because the Class EA Study was canceled by this regulation, the</p>	

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						<p>only comparison AECOM have used throughout the Draft Impact Assessment Report is "Do Nothing". Given that the actual travel problem we are now faced with is local, rather than long distance traffic, we are confident one or more of the following reasonable alternatives would be dramatically preferable to the now 8 lane, Bradford Bypass.</p> <p>Alternatives to the Bradford Bypass:</p> <ul style="list-style-type: none"> a Construct a 4 lane arterial road bridge over the West Branch of the Holland River at the currently planned location for the Bradford Bypass bridge – together with paved 4 lane roadways to both Bathurst St. and a connection to Bradford's 8th Line. b Build a 4 lane arterial road bridge over the Holland River from Ravenshoe Road to connect with Simcoe Line 13 or another appropriate east – west arterial road on the west bank of the Holland River. c Extend and widen Green Lane to 6 lanes and create a diagonal transition from Green Lane to Hwy 9 and highway bridge intersection with Highway 9 around Dufferin St. The Green Lane / Highway 9 option will better serve and reduce both local and long distance traffic from Newmarket south to at least Aurora Sideroad. <p>Any one or a combination of these alternatives will address a substantial amount of local travel problems while being significantly less costly and environmentally invasive. Once again, what logic is being used to ignore these options given all of the rationale in favour of these other alternatives?</p> <p>The planning process that resulted in the 2002 approved Environmental Assessment (EA) for the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed during the Route Planning and EA Study as</p>	

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						<p>the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>The Bradford Bypass Project has been modelled based on current local, regional, and provincial projections and data. This addresses the problem of "lack of long-term planning" per the Bradford Bypass 2002 approved EA..</p> <p>The 2002 approved EA reviewed a broad area of analysis which included several corridors, including areas south of the current corridor, and Highway 89/Ravenshoe Road.</p> <p>The Bradford Corridor was selected as the preferred corridor over Highway 89/Ravenshoe Road as it was beyond the maximum north limit of 10th Line / Boag Road which was assessed in a previous EA study and was determined that a Management Area or river crossing north of this would entail unacceptable environmental impact, which lead to the withdrawal of the Highway 89 EA studies in 1986-87.</p> <p>The Bradford Corridor was selected as the preferred corridor over the southern alternatives as there was no south alternative that met the primary purpose of the study to reduce out-of-way travel. The south limit was established as Highway 88 and Queensville Sideroad.</p> <p>The original purpose of the Bradford Bypass per the 2002 Approved EA was to address the "east-west" long-distance travel demand crossover between Highway 400 and Highway 404 which is a provincial responsibility and distinct from the locally generated trips which use a municipal road to access the provincial network. As noted in the report, the overall network benefits from vehicle-hours of travel time savings and vehicle-kilometres of travel distance savings are observed during the 2041 AM peak hour and during the 2041 PM peak hour in the</p>	

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						<p>updated interchange locations. Local roads forecasted to exceed capacity by 2031 and 2041 under the No-Build scenarios see significant relief from traffic as a result of the diversion to the Bradford Bypass in the Build scenarios.</p> <p>While the Town of Bradford West Gwillimbury owns a closed road allowance east of Artesian Industrial Parkway for 8th Line to Holland River, Hochreiter Road itself is a private road. A connection at this location would not address the primary purpose of the Bradford Bypass to connect Highway 400 and Highway 404. The local benefit of this route is likely outweighed by the reduced congestion of Bridge Street created by the Bradford Bypass. A bridge across 8th Line would still require out-of-way travel, which this study is looking to reduce, to connect to provincial transportation facilities. Improvements would likely be required on Bathurst Street and Queensville Sideroad. Significant property impact (similar to the Bradford Bypass) would be required for a new corridor connection from 8th Line straight to Highway 404. For more information on the 2002 Approved EA, please see the enclosed linked: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>For more information on the assessment of alternative routes, please refer to the response to question #3.</p> <p>The Project Team will continue to carefully consider all impacts to wetland areas and will continue to work with Indigenous communities, 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 Bradford Bypass Project will continue to look at opportunities to minimize impacts to these wetlands through engineering refinements.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p>	

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

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CT-DraftEIAR-82	To: Project Team From: [REDACTED]	Email: kevin.haley@york.ca	Health Impacts	June 30, 2023	<p>Hi The Bradford Bypass Project Team,</p> <p>Please find attached our York Region Public Health comments on the Draft Environmental Impact Assessment Report. I also uploaded them to your webpage but unfortunately the hyperlinks did not get copy and pasted so please see attachment which includes the hyperlinks.</p> <p>Thanks [REDACTED]</p> <hr/> <p>Although bicycles and pedestrians would not be allowed on the roadway itself, could the right of way include an active transportation (AT) corridor? This could provide space for recreation and AT (something like the Lake-to-Lake cycling route and walking trail). YRPH is recommending including safe space and possibly infrastructure for it now rather than trying to add it on later. Cycling between centres along the route would become more feasible since e-bikes can support cycling over longer distances.</p> <p>Re: the provision of HOV lanes. YRPH would like to know if the plan includes a requirement for a bus rapid transit or other rapid transit corridor (potentially with electric power)? This should be separated from other motor vehicle traffic so that the rapid transit cannot be impeded by it. This would go beyond requiring a HOV lane.</p> <p>YRPH is requesting to be informed about impacts to private drinking water as the project progresses through the planning phases.</p> <p>YRPH supports the implementation of appropriate noise mitigation measures as per the Ministry's policies and criteria, as well as an ongoing evaluation of the need for updated noise assessments should project design or</p>	<p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>1. Although bicycles and pedestrians would not be allowed on the roadway itself, could the right of way include an active transportation corridor? YRPH is recommending including safe spaces and possibly infrastructure for it now rather than trying to add it on later.</p> <p>As a controlled access freeway, the Bradford Bypass will not permit use by bicycles or pedestrians. Where the design interacts with regional and municipal roads, the Ministry has and continues to consult with local municipalities to consider active transportation, including sidewalks, multi-use trail, multi-use paths that are proposed on local roads.</p> <p>2. YRPH would like to know if the plan includes a requirement for a bus rapid transit or other rapid transit corridor?</p> <p>The current plan does not include bus rapid transit or a rapid transit corridor. The current design does not preclude future bus service.</p> <p>3. YRPH is requesting to be informed about impacts to private drinking water as the project progresses through the planning phases.</p> <p>Section 5.1.4 of the Draft EIAR documents the impacts, mitigation measures and monitoring requirements regarding groundwater and water wells that will be carried forward to subsequent phases of the project. As the York Region Public Health Unit is a designated consultation group for the groundwater studies, you will continue to be informed of project updates.</p> <p>4. YRPH is interested in reviewing the confirmed noise impacts and mitigation measures mentioned</p>	No

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					<p>traffic data change during subsequent design phases. YRPH is interested in reviewing the confirmed noise impacts and mitigation measures mentioned in the report during the detailed design and construction phase of the project.</p> <p>The <i>Air Quality Assessment</i> (as outlined in the report) concluded that vehicle emissions within the study area were the primary source of air quality concerns and identified as a potential health impact. The report explained that potential mitigation actions to counteract the project emission impacts are limited due to the project's projected increase in vehicular travel along Hwy 400, Hwy 404, and connecting roads to Bradford Bypass. However, the report explains the increased percentage of electric vehicles and fuel-efficient vehicles, as well as transit authority-led initiatives and HOV lanes, can provide significant Criteria Air Contaminants (CAC) and GHG reductions in the short to medium term.</p> <p>There is strong evidence on the health impacts of traffic related air pollutants (TRAPs) for people residing near highways and roadways, including sensitive or critical receptors which have been identified in the Study Area. Further information on TRAPs can be found in two recent Health Canada reports <u>Exposure to Traffic Related Air Pollution in Canada: An Assessment of Population Proximity to Roadways and Health Impacts of Traffic-Related Air Pollution in Canada.</u></p> <p>Many factors influence how pollutants move and concentrations change, and therefore the potential for exposure. YRPH suggests that urban planning along the corridor avoid (where possible) planning and developing residential communities and other sensitive and critical receptors (e.g., Long Term Care Homes) in close proximity to the roadway. A review of the sensitive uses within the Study Area and incorporation of best management practices to</p>	<p>in the report during the detailed design and construction phase of the project.</p> <p>Section 5.2.3 of the Draft EIAR documents the impacts, mitigation measures and monitoring requirements regarding noise that will be carried forward in subsequent phases of the project. As you are currently on the Project Contact List, you will continue to be informed of project updates including work completed during future phases of work for the project.</p> <p>5. YRPH is requesting to receive a copy of the full Air Quality Impact Assessment Report if it has been provided under a separate cover. YRPH is also interested in reviewing the air quality and mitigation measures being considered/ implemented during the subsequent detailed design phases of the project.</p> <p>Section 5.2.4 of the Draft EIAR documents the impacts, mitigation measures and monitoring requirements regarding air quality that will be carried forward in subsequent phases of the project. The Air Quality Impact Assessment Report can be downloaded at the following links:</p> <p>[LINKS TO AQ REPORT]</p> <p>6. YRPH recommends that the Air Quality Management Plan includes a Best Management Practices Plan for Fugitive Dust during the construction Phase of the Project.</p> <p>Section 5.2.4.2 of the Draft EIAR documents the proposed mitigation measures and monitoring requirements regarding fugitive dust during construction of the project, and includes the following:</p> <ul style="list-style-type: none"> - Seeding, paving, covering, wetting, or otherwise treating disturbed soil surfaces - Minimizing storage and unnecessary transfers of spoils and debris on-site - Using wind screens or fences 	


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					<p>address TRAPs is recommended as the project progresses. YRPH supports the inclusion of receptor-based mitigation measures that can be further considered to help reduce exposure to TRAPs for existing and future development. These include mitigation measures outlined in the report such as vegetation (e.g., trees, shrubbery, etc.) or other types of screening/barriers that may be considered to help reduce cumulative particulate impacts as well as noise during the operational phase. Below are some resources that might be helpful related to TRAPs mitigation:</p> <ul style="list-style-type: none"> • <u>US EPA's Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality</u> summarizes the research findings on best practices for building roadside vegetative barriers to improve air quality. • New research findings from the <u>California Air Resources Board (CARB) on effective measures to reduce exposures to TRAPs</u>. • <u>US EPA's Best Practices for Reducing Near Road Pollution Exposure at Schools</u> <p>Page 539 of the report mentions the Air Quality Impact Assessment Report AECOM, 2023. Is this report provided under a separate cover or are all the air quality findings included in this report? YRPH is requesting to receive a copy of the full Air Quality Impact Assessment Report if it has been provided under a separate cover. YRPH is also interested in reviewing the air quality and mitigation measures being considered/implemented during the subsequent detailed design phases of the project.</p> <p>Fugitive Dust: YRPH supports the management of fugitive dust from construction activities through the implementation of an Air Quality Management Plan, where mitigation measures are specified for the planned</p>	<ul style="list-style-type: none"> - Covering all truckloads of dust-producing material - Removing all loose or unsecured debris or materials from empty trucks prior to leaving the site - Reducing traffic speeds on any unpaved surfaces - Vacuum sweeping or water truck spraying of all paved surfaces and roadways on which equipment and truck traffic enter and leave the construction areas - Using wheel washes and truck washes at site egresses, and - Modifying work schedules when weather conditions could lead to adverse impacts (e.g., very dry soil and high winds). <p>7. YRPH is requesting to receive a copy of the Qualitative Climate Change Report which will be provided under a separate cover as well as a copy of the Climate Change Resilience Assessment Report</p> <p>The Qualitative Climate Change Assessment Report, which documents the climate change resilience assessment undertaken as part of the project, can be downloaded at the following links:</p> <p>[LINK TO CC REPORT]</p> <p>Please note that the climate change resilience assessment was undertaken as part of the Qualitative Climate Change Report and is documented within it.</p> <p>For more information on the Qualitative Climate Change Assessment Report, please see Section 5.2.6 of the Updated Draft EIAR.</p> <p>8. YRPH recommends that the highway support and prioritize public transits which is one of the best ways to reduce GHG production.</p>	

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					<p>construction activities and implemented on an as-needed basis. This is to ensure that sensitive or critical receptors are protected from fugitive dust emissions from construction activities. YRPH recommends that the Air Quality Management Plan includes a Best Management Practices Plan (BMPP) for Fugitive Dust during the construction Phase of the Project. YRPH supports the recommendation that mitigation measures detailed in "Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities (March 2005)" prepared by Cheminfo for Environment Canada be implemented, where practical. YRPH is also requesting to receive a copy of the Air Quality Management Plan. This will help to provide context in the event YRPH receives dust complaints from the public during the construction phase.</p> <p>YRPH supports the climate change assessment being undertaken as part of the project under the Ministry of the Environment, Conservation and Parks' Climate Change guide to evaluate and assess the project's expected production of greenhouse gas emissions and impacts on carbon sinks (climate change mitigation), and the resilience or vulnerability of the undertaking to changing climatic conditions (climate change adaptation). YRPH supports climate change mitigation and adaption measures as they are important for human health YRPH is requesting to receive a copy of the Qualitative Climate Change Report which will be provided under a separate cover as well as a copy of the Climate Change Resilience Assessment report.</p> <p>Also, YRPH recommends that the highway support and prioritize public transit which is one of the best ways to reduce GHG production. Having more space allocated to public transit and prioritizing electric vehicles and carpool lanes over private vehicles can support climate change mitigation and health.</p>	<p>The province is keeping its promise to build better public transit to create good jobs, ensure communities are better connected by road and transit, and contribute to a strong economic recovery for every region of the province.</p> <p>In addition to the investments like the Bradford Bypass, Ontario is investing \$70.5 billion over 10 years for public transit, including Ontario's new subway transit plan for the Greater Toronto Area (GTA) and transforming the GO Transit network into a modern, reliable and fully integrated rapid transit network.</p> <p>Through continued collaboration with Metrolinx and Infrastructure Ontario, the province continues to move forward with critical transit projects.</p> <p>9. YRPH is requesting a copy of the Human Health Scoping Report. If a Health Impact Assessment is not undertaken for this project, further clarity is requested on how the findings from the Human Health Scoping Report will be addressed.</p> <p>The Human Health Scoping Report can be downloaded at the following links:</p> <p>[LINKS TO HH SCOPING REPORT WHEN IT IS FINISHED]</p> <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAR. To better understand the human health implications due to the project as a next step, it is recommended for MTO to continue to consider the human health factors identified in the Human Health Scoping Report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize project-related air quality impacts to health.</p>	

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					<p>The report mentions <i>The Human Health Scoping Report</i> which was produced by Intrinsic and is intended to identify potential positive and negative health impacts of the project and can be used to help inform mitigation measures. The report explains that a risk assessment of the identified health impacts and recommendations was not completed as part of a scoping report. YRPH is requesting a copy of the Human Health Scoping Report. If a Health Impact Assessment (HIA) is not undertaken for this project, further clarity is requested on how the findings from the Human Health Scoping Report will be addressed.</p>	<p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-83	To: Project Team From: [REDACTED]	Email: Alexandra.reznik@gmail.com	Draft EIAR	June 30, 2023	<p>Dear Sirs,</p> <p>We have many concerns with this project, the process it is following, and this report is no different. Please answer our questions below.</p> <ol style="list-style-type: none"> Timing and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period? Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway. <ol style="list-style-type: none"> Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis. For instance this meaningless babble from pg. 334: <small>On average, between the various origin-destination pairs using the Bradford drivers in the peak direction during the peak period, would save up to 75% of minutes of travel time when connecting between Highway 400 and Highway compared to existing routes in the No Build scenario</small> 	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <ol style="list-style-type: none"> Time and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period? <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities. In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations, have recently been finalized and incorporated into an Updated Draft Environmental Impact Assessment Report. This updated report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIAR and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>The Updated Draft Environmental Impact Assessment Report was available for review on the Project Website</p>	No

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					<p>2. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "<i>Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed.</i>" The Draft IA states, "the southern portion of the site ... will be impacted by construction. Stage 4 Archaeological Assessment excavation plans will be submitted to the Ministry of Citizenship and Multiculturalism and Indigenous communities prior to the Stage 4 excavation being conducted," (pg 395). So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the completed stage 4 archaeological assessment of the Lower Landing and the endorsement of the First Nations.</p>	<p>(https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p> <p>2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas. In addition, the Project Team has consulted with local and regional municipalities, and the traffic analysis for the proposed Bradford Bypass has considered the planned local transportation and transit improvements to be implemented by others.</p> <p>The original route planning study (2002 Approved Environmental Assessment – EA) concluded that additional relief from congestion in this Study Area could only be accommodated through the protection and implementation of a provincial right of way.</p> <p>As part of the 2002 Approved EA, the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 Approved EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to</p>	

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					 <p><i>Bradford Bypass is still too close to the Lower Landing. The Lower Landing is in the area of WC-25 in the image above. This clip of a map shows Provincially significant wetlands (orange); unevaluated wetlands (blue); cold water fish habitat (black) and warm (pink); Original / full map available on pg 55 of Draft IA report.</i></p> <ol style="list-style-type: none"> As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request? Have First Nations been consulted about this part of the plan? Please provide written evidence of their approval of this route. It is imperative that the Ontario Government uncover all evidence of burials where the highways are to be built. How this is done must follow affected First Nations' protocols and wishes. These are some thoughts from a non-native resident of the area on the topic: <ol style="list-style-type: none"> These burial sites must be preserved and protected or possibly moved to another location. Identifying registered and unregistered burial sites should be relatively simple for the Ontario Government as the information is 	<p>residential and natural areas when compared to other route options considered.</p> <p>For more information on the Analysis and Evaluation of alternatives, refer to Section 2.1.6 of the 2002 Approved EA, which can be found in the enclosed link: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>Further to the conclusion of the 2002 Approved EA, as part of this Preliminary Design study, a traffic analysis was completed and the result of the review has confirmed the need of the highway. This analysis included the review of existing traffic conditions and modelling of future forecast traffic conditions and it has been confirmed that updates to regional and municipal roads alone will not address the transportation needs within the Study Area.</p> <p>Additionally, 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.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent</p>	

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					<p>readily available from their own ministries, authorities as well as from local governments and churches/cemeteries. While 'registered burial sites' are easy to identify, 'unregistered sites' need to be confirmed and registered as required under Ontario's Funeral, Burial and Cremation Services Act, 2002 while 'Still to be found sites' require sleuthing, historical research and boots on the ground investigation. One of the most extreme requirements that could be requested is for the Ontario Government to perform thorough Ground Penetrating Radar (GPR) surveying of every square foot of the Bradford Bypass. Anomalies called 'targets' would receive special attention via Archaeological digs. Human remains discovered would either be left in place or moved. All work and costs are to be borne by the Ontario government. This solution for 'Still to be found' burial sites is as necessary as the work done and currently being done for the former Residential Schools in Canada.</p> <p>5. Species at Risk</p> <p>1. Table 2-2 lays out the 12 species at risk present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do detailed study later on. This is a good example of study following decision or destruction, and is in violation of standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>2. There is a requirement for the Minister of the Department of Fisheries and Oceans to consider, when making certain decisions related to the fish and</p>	<p>with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website. Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404. Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p> <p>The development of the analysis and key results from the Traffic Study have been summarized in the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report (EIAR), which were available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023, respectively. The information in the draft EIAR includes the origin and destination locations that were reviewed to determine the average travel time</p>	

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					<p>fish habitat protection (and pollution prevention) provisions of the Act, the Indigenous knowledge of the Indigenous peoples of Canada that has been provided to the Minister (34.1(1) (g) of the Fisheries Act); and,</p> <p>3. Requirement to protect the confidentiality of Indigenous knowledge that is provided to the Minister in confidence, except under limited circumstances (subsection 61.2 (1) of the Fisheries Act)."</p> <p>4. The Draft IA report identifies that the Williams Treaties FN reported American Eel https://www.dfo-mpo.gc.ca/species-especies/publications/sara-lep/eel-anquille/index-eng.html and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the Federal enforcement.</p> <p>1. What is Ontario going to do to stand by Canada's obligations to First Nations treaty and consultation rights?</p> <p>2. Will the American Eel's presence be investigated with new fieldwork?</p> <p>6. There are many concerns related to surface water and groundwater.</p> <p>1. Please confirm our understanding that there has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>2. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for the elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area," p 295. There is no</p>	<p>savings during the AM and PM peak hours. Similar to the process undertaken for MTO preliminary design studies, the Traffic Study will be finalized upon study completion and will be available if requested.</p> <p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis.</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>As detailed in the Draft EIAR (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAR).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p> <p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration.</p>	

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					<p>credible groundwater protection plan. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>3. HOW exactly is the province (MoECP) going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>4. What penalties are contractors going to face for violating the discharge requirements?</p> <p>5. If penalties are not enough to compel adherence, what next?</p> <p>6. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>7. Please confirm if monitoring will continue, or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project" P. 79.</p> <p>8. Explain what kind of environmental impact would make this project stop; or is any impact acceptable?</p> <p>9. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>1. Does this meager bit of help get extended to those who did not provide baseline information about their well water?</p> <p>2. Is there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>7. How much is this project going to cost?</p> <p>8. When will the Bradford Bypass be completed?</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p>	<p>The model indicates that by expanding to the ultimate 8 lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>For further information about the Traffic Study please refer to the response to Question #3 and Section 4.4 of the Updated Draft EIAR.</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states," the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First</p>	

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					<p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <ol style="list-style-type: none"> How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health? Will you put air quality monitors in Bradford? How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket? The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there? <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. In order to understand traffic related air pollution, relevant vehicle types and assumptions need to be used. The air dispersion modeling report simply indicates that MOVES3 default data was used - but the EPA has emphasized the need to include relevant vehicle type inputs into the model.</p> <p>The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The air dispersion modeling report states that the vehicle type distributions were based on MOVES3.0 default database inputs even though there are no such inputs. It also says that the 24 hour traffic distribution was assumed to be equal to the AADT distribution. However the</p>	<p>Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request.</p> <p>b. Have First Nations be consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details are included in the Updated Draft Environmental Impact Assessment Report available on the Project Website (https://www.bradfordbypass.ca/study-process/) for public review until August 14, 2023.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team completed site specific Stage 3 archaeological assessments for areas within the Study Area that were identified as having archaeological potential in accordance with the Stage 2 archaeological assessments.</p> <p>It is common practice for Stage 4 archaeology work to be completed during Detail Design. Limiting the impact to Stage 4 archaeological sites where feasible is one of the Project Team's main priorities. As a result, the Project Team will determine the exact impact limits to archaeological sites during subsequent design phases of the project. To avoid unnecessary excavation, the Project Team will then undertake the Stage 4 archaeological assessments. Any Stage 4 field work that will be undertaken must engage interested Indigenous communities.</p>	

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					<p>consultant appeared to use different AADT distributions for different scenarios without explanation and the distributions differed significantly as between build and no build scenarios. Mitigation in the form of frequent diesel heavy truck vehicle emission inspections should be included as a mitigation measure to ensure that newer vehicle emissions systems are not being tampered with. The air dispersion modeling report indicates that ethanol based fuels were excluded even though this goes against EPA recommendations for using the model. The report lacks transparency about assumptions made about future vehicle fleet characteristics for both passenger vehicles and heavy trucks.</p> <p>The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification.</p> <p>It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. Using existing monitors in Innisfil, Newmarket and other distant and irrelevant locations is not justifiable. For the air dispersion modeling, MTO appears to be relying on these distant locations (eg. Egbert) for preparation of the wind rose as well, even though meteorological conditions in the study area may be markedly different. MTO also did not identify numerous recreational and daycare</p>	<p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAR.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> - Alderville First Nation - Beausoleil First Nation - Chippewas of Georgina Island First Nation - Chippewas of Rama First Nation - Curve Lake First Nation - Hiawatha First Nation - Mississaugas of Scugog Island First Nation - Kawartha Nishnawbe First Nation - Georgian Bay Métis Council, and - Huron-Wendat Nation <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>5. Table 2-2 lays out the 12 species present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do a detailed study later on. This is a good</p>	

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					<p>facilities adjacent to the Bradford Bypass corridor which were identified by Simcoe County Greenbelt Coalition. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to-date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. These are described in the report by the Canadian Association of Physicians for the Environment (April 2022) Mobilizing Evidence report. The report predicts significant exceedances for NO2 and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO2 exceedances may be extremely severe and will impact on the <i>Charter</i> rights and human rights of residents in the study area and beyond without justification for the need for the project. Source: Air Quality Impact Assessment Report - AECOM.</p>	<p>example of study following decision or destruction, and is in violation of the standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIAI requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the preliminary design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIAI and include:</p> <ul style="list-style-type: none"> If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. 	

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					<p>Figure 6-11: Inconcentration Contours for NO₂ in the Future World Scenario</p> <p>Figure 6-12: Inconcentration Contours for NO₂ in the Future No-Build Scenario</p> <p>The Air Quality Impact Assessment concluded that: Impacts from the Future Build Conditions with the new Bradford Bypass on a cumulative basis within the Air Quality Study Area <u>increases in comparison to a No-Build scenario for several contaminants and their respective averaging periods. This is predominately due to increased traffic along the Bradford Bypass, where in a No-Build scenario this traffic is dispersed along Holland Street and Bridget Street and within communities to the south of the Air Quality Study Area</u> (for example, demonstrated in the traffic reporting related to this project). This included significant increases in NO₂, SO₂, PM_{2.5}, Acetaldehyde, Benzo(a)pyrene, and formaldehyde and some increases in CO. Maximum concentrations which are relevant for acute events also saw significant increases, for example a 49% increase in SO₂ and more than 50% increases in fine and large particulates, acetaldehyde, formaldehyde etc. for critical receptor number 19 (other receptors' models were not displayed in a comparable manner). The results indicated that for NO₂, 1 hour averages 80% of the hours in the future build scenario would have a cumulative</p>	<ul style="list-style-type: none"> It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017). Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These preliminary mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further detail on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <ol style="list-style-type: none"> The Draft IA report identifies that the Williams Treaties FN reported American Eel and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the federal enforcement. What is Ontario going to do to stand by Canada's obligations to First Nation treaty and consultation rights? Will the American Eel's presence be investigated with new field work. <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p>	

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					<p>concentration above the CAAQS limit of 79 ppm and a 100% of hours would exceed the AAQC for benzo(a)pyrene.</p> <p>In relation to GHGs, the MTO failed to incorporate induced demand in the future build scenario to calculate additional vehicle kilometers traveled that would be induced by the highway, and failed to give a transparent total vehicle assumption or a vehicle emissions factor. In any event the air quality impact assessment predicts that the proposed highway would be a significant contributor to regional GHG emissions even without incorporating the effect of induced demand. No mitigation measures are proposed to address the increase in greenhouse gas emissions from the project which will contribute to catastrophic climate disaster for all of humanity and the planet.</p> <p>12. Many less expensive alternatives to this highway have not been considered. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment act to consider road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. That roadway was rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of alternatives are, however, a requirement for all Class EA Studies.</p> <p>A major condition of the 2002 Bradford Bypass EA Approval, was a requirement to conduct a Class EA Study at the time MTO wished to proceed with this project. This study would ensure the currency of the proposed project in light of current travel demand, previously unforeseen environmental factors, new legislation and a full review of all reasonable alternatives including combinations of regional and local roadways.</p> <p>The following are reasonable alternatives that would need to be considered both individually and in combination with one or more other</p>	<p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observations of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAR.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>6. Please confirm our understanding that has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p>	

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					<p>reasonable alternatives if the Class EA Study that was underway at the time Regulation 697 /21 was issued had not been terminated. Each of these proposed alternative solutions would then be evaluated against the then approved Bradford Bypass 4 lane controlled access freeway. Because the Class EA Study was canceled by this regulation, the only comparison AECOM have used throughout the Draft Impact Assessment Report is "Do Nothing". Given that the actual travel problem we are now faced with is local, rather than long distance traffic, we are confident one or more of the following reasonable alternatives would be dramatically preferable to the now 8 lane, Bradford Bypass. Alternatives to the Bradford Bypass:</p> <ol style="list-style-type: none"> 1. Construct a 4 lane arterial road bridge over the West Branch of the Holland River at the currently planned location for the Bradford Bypass bridge – together with paved 4 lane roadways to both Bathurst St. and a connection to Bradford's 8th Line. 2. Build a 4 lane arterial road bridge over the Holland River from Ravenshoe Road to connect with Simcoe Line 13 or another appropriate east – west arterial road on the west bank of the Holland River. 3. Extend and widen Green Lane to 6 lanes and create a diagonal transition from Green Lane to Hwy 9 and highway bridge intersection with Highway 9 around Dufferin St. The Green Lane / Highway 9 option will better serve and reduce both local and long distance traffic from Newmarket south to at least Aurora Sideroad. <p>Any one or a combination of these alternatives will address a substantial amount of local travel problems while being significantly less costly and environmentally invasive.</p> <p>As you can see, there are a lot of questions and concerns surrounding the approach the province is taking. It's too much money to spend on an unjustified project that will have significant environmental impacts!</p>	<p>a. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area." There is no credible groundwater protection water. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>The risk of spills during construction of the project will be primarily limited to petroleum products from machinery (fuels and lubricants). The use of best management practices for handling of hydrocarbons according to the Ministry of Environment, Conservation and Parks and the Technical Standards and Safety Authority of the Ministry of Government Services will reduce the potential of environmental adverse effects associated with petroleum product handling and uses. Spillage of petroleum products must be immediately remediated according to these standards such that groundwater quality is not impacted.</p> <p>Mitigation plans will be generated during future phases of work for the project and for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge shall be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p>	

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					<p>We look forward to hearing back from the project team with answers to our questions. Enjoy the day,</p> <p>[REDACTED]</p>	<p>For more information about the Groundwater Protection and Well Monitoring Plan please refer to Section 5.1.4 of the Updated Draft EIAR.</p> <p>b. How exactly is the province going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>c. What penalties are contractors going to face for violating the discharge requirements?</p> <p>d. If penalties are not enough to compel adherence, what next?</p> <p>e. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>f. Please confirm is monitoring will continue or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project."</p> <p>The Groundwater Monitoring Program includes groundwater level monitoring and groundwater quality monitoring to establish the pre-construction baseline conditions for comparison of data collected during and post-construction.</p> <p>During the Preliminary Design study, Golder Associates Ltd. (Golder) installed monitoring wells during the ongoing geotechnical investigations. Monitoring is expected to be completed within these same monitoring wells during all future phases of work for the Project, including construction. Residential monitoring wells will also be part of this program if they fall within the Radius of Influence of the excavation dewatering and permission to enter is granted to gain access to monitor the well. Detail Design will inform the need for further groundwater investigations. Penalties for discharging any deleterious substance or material to the lands will vary based on the federal, provincial or municipal legislation that might be violated. Beyond legislated penalties, contractor behavior is monitored by the Ministry and poor behavior may result</p>	

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						<p>in additional financial or reputational impacts. The Ministry's process for selecting contractors to support future phases of the work for the project also includes consideration of past performance and assessment of the contractors understanding of the project and sensitivities within the Study Area. Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>g. Explain what kind of environmental impact would make the project stop; or is any impact acceptable?</p> <p>This government takes environmental protection seriously and is implementing a path forward that will ensure environmental protections are not compromised while building this much needed project quickly and safely. Current work on the Bradford Bypass project will continue to be subject to all conditions under Ontario Regulation 697/21.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team has undertaken several environmental impact assessments to identify and document the potential impacts, proposed mitigation measures, and environmental commitments, which are summarized in the Environmental Impact Assessment Report (EIAR).</p> <p>The Ministry of Transportation must also comply with all current federal and provincial environmental requirements. This includes consultation as set out in the regulation and obtaining permits and approvals for the project prior to the start of construction. Obtaining these permits and approvals, which are mechanisms to help protect the environment, confirms that the ministry has met or surpassed the environmental requirements.</p> <p>h. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p>	

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						<p>i. Does this meager bit of help extend to those who did not provide baseline information about their well water?</p> <p>j. If there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>MTO will work with owners of water wells who experience issues to determine if the issue is the result of Bradford Bypass project activities.</p> <p>If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) the Ministry will undertake to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the Ministry, until remediation measures have resolved the issue.</p> <p>A water well survey was completed for the project to determine the pre-construction assessment of private well supplies in the vicinity of the Study Area noted above. Where no response was provided from Property Owners as part of the water well survey, an additional attempt shall be undertaken during Detail Design to contact these owners via mail, email, phone calls, site visit, etc. This information will be used to provide a baseline for water wells prior to the proposed construction to determine existing water quality and quantity of each property.</p> <p>7. How much is this project going to cost?</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>8. When will the Bradford Bypass be completed?</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p>	

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						<p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>The Ontario government is committed to fully funding the construction of the 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.</p> <p>A four-lane configuration is planned to be constructed first with two general purpose lanes in each direction. To plan for the future, the Ministry is also considering the design of an ultimate eight-lane design for the Bradford Bypass. The ultimate, eight-lane configuration for the project will feature three general purpose lanes and one HOV lanes in each direction.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <ol style="list-style-type: none"> How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health? Will you put air quality monitors in Bradford? How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket? The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there? 	

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						<p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIA. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p> <p>The Project Team is currently utilizing the National Air Pollution Surveillance air quality monitoring stations to assess air quality levels. Five years of existing data sets were analyzed from stations within the region, and the complete data set from the closest station or most</p>	

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						<p>representative station for each contaminant of concern was selected to represent the background air quality for the Study Area. Due to the proximity of the Study Area to the Toronto Area, monitoring stations within the City of Toronto were given preference as the one of the most representative locations for the air quality contaminants of concern. As such, Roadside Wallberg – University of Toronto monitoring station, North Downsview monitoring station, Gage Institute monitoring station (all located approximately 38 – 53 km from the Study Area) were used. The nearest monitoring station is in Newmarket. Additional information regarding the assessment of potential air quality impacts have been summarized in Section 2.2.4 and Section 5.2.4 of the Draft EIAR.</p> <p>Land has been designated for the Bradford Bypass since the 2002 Approved EA was completed. As noted above, consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts and is critical to a project's success. The ministry is actively consulting and engaging with private landowners, developers and school boards within the Study Area. Engagement and consultation has included having a project website and telephone line, having a project contact list for regular project updates, providing notices and correspondence via email, mail, and Ontario Government Notices in local newspapers, hosting public information centres and online events, and holding meetings with Indigenous communities, municipalities, environmental agencies, and stakeholders. More information on the project consultation activities are included in Section 7 of the Updated Draft EIAR.</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario.</p>	

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						<p>There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification. It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to-date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. The report predicts significant exceedances for NO₂ and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO₂ exceedances may be extremely severe and will impact on the Charter rights and human rights of residents in the study area and beyond without justification for the need for the project.</p> <p>Study Area, MOVES3 data, vehicles and assumptions: In order to model relevant vehicle types within the Air Quality Impact Assessment Study Area, MOVES3 data was input to the model and refinements were made to exclude fuel types such as ethanol given these fuels are</p>	

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						<p>not readily available for use in Ontario. Fuel inputs utilized in MOVES3.0 modelling at the time of the assessment included: Fuel Type IDs 1, 2, 3 and 9. ID 5 (ethanol) was not included as flex fuel cars and fuelling stations are not readily available in Ontario. The specific source type fractions utilized for various vehicle types applied within the project study area and the related fraction of expected vehicle usage for both passenger-class vehicles and heavy-class vehicles, including the distribution of vehicle types in the heavy truck vehicle category, were combined to create representative vehicle emission for vehicle class that can reasonable be expected to be in use in 2041.</p> <p>Highway 400/404 corridors were included in the Air Quality Impact Assessment. The full air quality study area is shown in Figure 2-9 of the Updated Draft EIAR and demonstrates that the air quality study area included emission sources within the boundary of assessment, including but not limited to Highway 400 (500 m south of Rural Rd. 88 to 500 m north of Concession Rd. 11), Highway 404 (500 m south of Queensville Sideroad E to 500 m north of Boag Road), the entirety of the proposed Bradford Bypass, Bridge Street, Holland Street W, 10th Sideroad, Young Street/Barrie Street, and Queensville Sideroad.</p> <p>Traffic distributions and truck traffic: The same Average Annual Daily Traffic (AADT) were used for all scenarios. AADT values for each air quality emission source vary between the three scenarios evaluated based on projected existing traffic within the study area, and future no-build and build traffic projections however the same 24-hour traffic distribution percentages were applied. Three representative 24-hour distribution percentages were applied to the air quality emission sources. These were applied to a given source of emission depending on the type of road in question, e.g. a "Leslie St." 24-hour distribution was applied to air quality emission sources which were categorized as community arterial roads; a "HWY 400" 24-hour distribution was applied to air quality emission sources categorized as highways; and, a "2nd Concession Rd" 24-hour distribution was applied to rural roads. These same 24-hr distributions were applied to the assigned source for all three scenarios of evaluation (existing conditions, future no-build, and future build).</p>	

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						<p>Fuel usage distribution [i.e. diesel, gasoline, CNG, etc.] and vehicle age distribution within each vehicle type category were modelled based on MOVES3.0 default fuel use and age distribution database inputs assigned to the year of evaluation. Heavy truck traffic was included in the modelling with a percentage assigned to each air quality emission source anticipated from this vehicle type.</p> <p>Health Impacts, Critical Receptors and Background/Study Area Monitoring Data: The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAR.</p> <p>The Project Team is aware some critical receptors have been identified as 'missing' by a number of stakeholders. Having reviewed the data, these 'missing' receptors were included as residences in the Air Quality Impact Assessment. Potential impacts at the 'missing' receptors within the Air Quality Impact Assessment Study Area are reflected in the assessment by other, nearby critical receptors and receptors identified on Figure 2-9 and 2-10 of the Updated Draft EIAR.</p> <p>The approach to identifying representative air quality levels is conservative and often ensures the worst-case conditions are reflected so as to not under-represent conditions within a study area; i.e. background air quality contaminant levels included within the assessment may be representative or higher than expected for the area in question.</p> <p>While it is recognized that localized in-situ monitoring may provide more accurate data, use of existing monitoring stations within the NAPS network for statistically relevant background monitoring data is a generally accepted and conservative methodology for provincial environmental impact air quality assessments. Stations selected for the background air quality assessment were chosen based on total data availability over a most recent five-year period as a minimum of 12 months of daily and hourly data is required to ensure statistical relevance. Stations were also selected based on their proximity to the air quality</p>	

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						<p>study area with the meteorological station selected as representative of the air quality study area within 15 km north-west of the air quality study area. Stations must also be a relative representation of similar types of existing sources of air quality emission in the study area and it is notable that the meteorological station selected as representative of air quality in the study area was provided by the MECP in site-specific MET data requested for the project modelling.</p> <p>12. Many less expensive alternatives to this highway have not been considered. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment act to consider road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. That roadway was rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of alternatives are, however, a requirement for all Class EA Studies. A major condition of the 2002 Bradford Bypass EA Approval, was a requirement to conduct a Class EA Study at the time MTO wished to proceed with this project. This study would ensure the currency of the proposed project in light of current travel demand, previously unforeseen environmental factors, new legislation and a full review of all reasonable alternatives including combinations of regional and local roadways. The following are reasonable alternatives that would need to be considered both individually and in combination with one or more other reasonable alternatives if the Class EA Study that was underway at the time Regulation 697 /21 was issued. Each of these proposed alternative solutions would then be evaluated against the then approved Bradford Bypass 4 lane controlled access freeway. Because the Class EA Study was canceled by this regulation, the</p>	

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						<p>only comparison AECOM have used throughout the Draft Impact Assessment Report is "Do Nothing". Given that the actual travel problem we are now faced with is local, rather than long distance traffic, we are confident one or more of the following reasonable alternatives would be dramatically preferable to the now 8 lane, Bradford Bypass.</p> <p>Alternatives to the Bradford Bypass:</p> <ul style="list-style-type: none"> a Construct a 4 lane arterial road bridge over the West Branch of the Holland River at the currently planned location for the Bradford Bypass bridge – together with paved 4 lane roadways to both Bathurst St. and a connection to Bradford's 8th Line. b Build a 4 lane arterial road bridge over the Holland River from Ravenshoe Road to connect with Simcoe Line 13 or another appropriate east – west arterial road on the west bank of the Holland River. c Extend and widen Green Lane to 6 lanes and create a diagonal transition from Green Lane to Hwy 9 and highway bridge intersection with Highway 9 around Dufferin St. The Green Lane / Highway 9 option will better serve and reduce both local and long distance traffic from Newmarket south to at least Aurora Sideroad. <p>Any one or a combination of these alternatives will address a substantial amount of local travel problems while being significantly less costly and environmentally invasive. Once again, what logic is being used to ignore these options given all of the rationale in favour of these other alternatives?</p> <p>The planning process that resulted in the 2002 approved Environmental Assessment (EA) for the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed during the Route Planning and EA Study as</p>	

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						<p>the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>The Bradford Bypass Project has been modelled based on current local, regional, and provincial projections and data. This addresses the problem of "lack of long-term planning" per the Bradford Bypass 2002 approved EA..</p> <p>The 2002 approved EA reviewed a broad area of analysis which included several corridors, including areas south of the current corridor, and Highway 89/Ravenshoe Road.</p> <p>The Bradford Corridor was selected as the preferred corridor over Highway 89/Ravenshoe Road as it was beyond the maximum north limit of 10th Line / Boag Road which was assessed in a previous EA study and was determined that a Management Area or river crossing north of this would entail unacceptable environmental impact, which lead to the withdrawal of the Highway 89 EA studies in 1986-87.</p> <p>The Bradford Corridor was selected as the preferred corridor over the southern alternatives as there was no south alternative that met the primary purpose of the study to reduce out-of-way travel. The south limit was established as Highway 88 and Queensville Sideroad.</p> <p>The original purpose of the Bradford Bypass per the 2002 Approved EA was to address the "east-west" long-distance travel demand crossover between Highway 400 and Highway 404 which is a provincial responsibility and distinct from the locally generated trips which use a municipal road to access the provincial network. As noted in the report, the overall network benefits from vehicle-hours of travel time savings and vehicle-kilometres of travel distance savings are observed during the 2041 AM peak hour and during the 2041 PM peak hour in the</p>	

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						<p>updated interchange locations. Local roads forecasted to exceed capacity by 2031 and 2041 under the No-Build scenarios see significant relief from traffic as a result of the diversion to the Bradford Bypass in the Build scenarios.</p> <p>While the Town of Bradford West Gwillimbury owns a closed road allowance east of Artesian Industrial Parkway for 8th Line to Holland River, Hochreiter Road itself is a private road. A connection at this location would not address the primary purpose of the Bradford Bypass to connect Highway 400 and Highway 404. The local benefit of this route is likely outweighed by the reduced congestion of Bridge Street created by the Bradford Bypass. A bridge across 8th Line would still require out-of-way travel, which this study is looking to reduce, to connect to provincial transportation facilities. Improvements would likely be required on Bathurst Street and Queensville Sideroad. Significant property impact (similar to the Bradford Bypass) would be required for a new corridor connection from 8th Line straight to Highway 404. For more information on the 2002 Approved EA, please see the enclosed linked: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>For more information on the assessment of alternative routes, please refer to the response to question #3.</p> <p>The Project Team will continue to carefully consider all impacts to wetland areas and will continue to work with Indigenous communities, 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 Bradford Bypass Project will continue to look at opportunities to minimize impacts to these wetlands through engineering refinements.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p>	

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

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CT-DraftEIAR-84	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR Comments	June 30, 2023	<p>Good afternoon Bradford Bypass Project team.</p> <p>Attached to this email is our Association's comments with respect to your June 1, 2023 Draft Impact Assessment Report for the proposed Bradford Bypass.</p> <p>Due to the government's refusal to consider reasonable, dramatically less expensive, alternatives to this 8 lane, \$2 - \$4 billion, 16 Km highway, I am providing copies of this email to the Auditor General of Ontario, the provincial opposition parties, the Impact Assessment Agency of Canada, Minister Piccini and Minister Mulroney. Consideration of reasonable alternatives, such as arterial roads and combinations thereof, is a fundamental requirement of the Environmental Assessment Act including the Class EA Study that was in process when the government proclaimed O. Reg 697/21 which extinguished the requirement for that Study. Consideration of these types of reasonable alternatives was specifically excluded from the Terms of Reference of the original 1997 EA Study and thus, to this date, these types of alternative solutions have never been considered.</p> <p>Respectfully submitted.</p> <p>[REDACTED]</p> <hr/> <p>Attachment:</p> <p>Synopsis: This Project does not comply with the Environmental Assessment Act under which it was, and still is, approved.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please see below the responses to FROGS' questions from June 30, 2023.</p> <p>1. The Project does not comply with the Environmental Assessment Act under which it was, and still is approved.</p> <p>In September 2020, the ministry initiated the Preliminary Design and Class Environmental Assessment Study for the Bradford Bypass based on the 2002 Environmental Assessment approved Technically Preferred Route and alignment and began discussions with municipalities to coordinate projects within the Study Area. On October 7, 2021, Ministry of the Environment, Conservation and Parks announced that Ontario Regulation 697/21 came into force. The new regulation exempts the Bradford Bypass and Early Works components from the Environmental Assessment Act, on the condition that the proponent (the ministry) complies with the assessment process detailed therein. Therefore, the Preliminary Design and project-specific assessment of environmental impacts for the Bradford Bypass is proceeding in accordance with Ontario Regulation 697/21. The decision notice on the Environmental Registry of Ontario (https://ero.ontario.ca/notice/019-1883) provides further information on Ontario Regulation 697/21. Ontario Regulation 697/21 prescribes project-specific requirements for environmental impacts, including consultation requirements.</p> <p>2. EA Act requires proof of Need and Justification for each proposed project, based on a considered for all reasonable alternatives: noncompliance with EA ACT</p> <p>The Environmental Assessment Report that was prepared by McCormick Rankin Corporation, 1997 documented the</p>	No

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					<ul style="list-style-type: none"> EA Act requires proof of Need and Justification for each proposed project, based on a consideration of all reasonable alternatives: noncompliance with EA Act, MTO was authorized to only consider controlled access capable corridors for this EA Study (EAS). When EA approval was granted in 2002, "Need" was to protect a controlled access highway corridor for use sometime in the future, once actual need materialized. Noncompliance with EA Act cured by conditions of approval which required a Class EA Study before the province commenced construction of this highway. Class EA Study requires consideration of all reasonable roadway alternatives or combinations thereof. MTO commenced Class EA Study in 2019 but this was stopped by O. Reg. 697/21 long before reasonable alternatives were considered. The Canadian Minister of Environment and Climate Change twice declined requests for a Federal Impact Assessment on the grounds that: <ul style="list-style-type: none"> the regulatory review processes that apply to the Project and related consultations with Indigenous peoples provide a framework to address the potential adverse aforementioned effects and public concerns raised in relation to those effects. [Emphasis added] With the elimination of the Class EA, unless MTO now seriously considers reasonable alternative roadway solutions, for current traffic problems, this highway, which is now likely outside of MTO's mandate to address long distance travel demand will be noncompliant of the EA Act. <p>To address this non compliance we provide the following Recommendations:</p> <p>RECOMMENDATIONS</p> <p>1. Given the dramatic, originally unanticipated,</p>	<p>environmental assessment process for the route selection, right-of-way designation and future commitments for the Highway 400-Highway 404 Link. The original Route Planning Study addressed several transportation needs which were identified in the northern part of York Region and southeastern part of Simcoe County. The identified problems were related to the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404. Compared to the No Build scenario, the presence of the Bradford Bypass corridor would save approximately 2,500 vehicle-hours of travel time during the AM peak hour and approximately 1,400 vehicle-hours of travel time during the PM peak hour by 2041.</p> <p>3. The Canadian Minister of the Environment and Climate Change twice declined requested for a Federal Impact Assessment on the grounds that: the regulator review processes that that apply to the Project and related consultations with Indigenous peoples provide a framework to address the potential adverse aforementioned effects and public concerns raised in relation to those effects.</p> <p>The Ministry remains committed to fulfilling its legal Duty to Consult requirements and will continue to engage and consult with Indigenous communities and consider their interests in the Preliminary Design of this project, as well as future project stages.</p> <p>The Ministry prepared an Indigenous Consultation Plan in accordance with the Regulation and circulated the plan to</p>	

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					<p>projected growth surrounding the Bradford Bypass corridor, conduct a fresh travel demand study to determine the quantum and relationship of long distance travel demand versus local travel demand.</p> <p>2. Focus on current day solutions that separate, rather than combine, local with long distance travel.</p> <p>Consider the following combination of arterial roads as a reasonable alternative to the Bradford Bypass to satisfy local travel demand:</p> <p>3. Construct a 4 lane arterial road bridge at the location of the proposed Bradford Bypass Bridge spanning the west branch of the Holland River and adjacent roadways to connect Bradford's 8th Line to Bathurst St.</p> <p>4. Construct a 4 lane arterial road bridge crossing the Holland River immediately south of Cooks Bay to connect Ravenshoe Road to Simcoe Line 13.</p> <p>5. Operate these Arterial Road solutions for at least 5 years to determine their ability to address travel demands in the area between Cooks Bay and Queensville Sideroad. Thereafter, if necessary, conduct fresh long-distance travel demand studies.</p> <p>6. If travel demand warrants a connector highway, consider a study area encompassing the Ravenshoe Road corridor and a further study area south of Newmarket.</p> <p>COMMENTS ON DRAFT IMPACT ASSESSMENT REPORT - Bradford Bypass</p> <p>Salient Facts:</p> <p>The following are the key attributes of the Terms of Reference for the Bradford Bypass Environmental Assessment Study (EAS) and subsequent EA approved project:</p> <ul style="list-style-type: none"> 4 lane, controlled access highway to connect Hwy 400 with proposed extension of Hwy 404 Avoid residential areas and protect agricultural areas, where possible. 	<p>Indigenous communities and the Ministry of Environmental, Conservation, and Parks. The Indigenous Consultation Plan was provided to Indigenous communities that have or may have existing Aboriginal or treaty rights, as recognized and affirmed in Section 35 of the Constitution Act, 1982, that may be impacted by the project, and Indigenous communities that may otherwise be interested in the project.</p> <p>For more information on Indigenous Engagement and Consultation, please refer to section 7.4 of the Updated Draft EIAR.</p> <p>4. The 2002 EA Approved project is now seriously obsolete.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period and is available on the Project website.</p> <p>5. Given the dramatic originally unanticipated, projected growth surrounding the Bradford Bypass corridor, conduct a fresh travel demand study to determine the quantum and relationship of long distance travel demand versus local travel demand. Focus on current day solutions that separate, rather than combine, local with long distance travel.</p> <p>Consistent with Ontario Regulation 697/21, the Project Team prepared an Environmental Impact Assessment Report to document the evaluation of alternatives considered for the project, present the Updated Technically Preferred Route (Recommended Plan), and document the environmental impacts, proposed mitigation measures and environmental commitments. The Updated</p>	

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					<ul style="list-style-type: none"> Resolve travel problems: <ul style="list-style-type: none"> Out-of-the-way travel: Both local and long distance Bradford traffic congestion Hwy 9 discontinuities / Newmarket congestion (Since resolved locally – Green Lane and Davis Drive upgrades) The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment Act to consider road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. That roadway was rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of alternatives are, however, a requirement for the EA Act and all Class EA Studies. The Terms of Reference also clearly stated: <i>"the responsibility for intra- municipal transportation is that of the appropriate municipal government, not the Province."</i>¹ [Emphasis added] "Long distance travel, for the purposes of the demand analysis, is considered to include all trips neither originating in or destined to the traffic zones in which the 400 - 404 link is located. All other trips are designated as locally-oriented travel."² [Emphasis added] There was No Travel Demand to prove "Need and Justification" when EA Approval was granted in 2002. Approval was based on government policy to protect a corridor for future forecasted travel need. Reason Alternatives: <ul style="list-style-type: none"> GO train not considered - deemed not feasible. Combinations of Arterial Roads not considered – excluded by EAS Terms of Reference. [Emphasis added] Conditions of EA approval required a Class 	<p>Environmental Impact Assessment Report includes a review and assessment of the existing traffic conditions (Section 2.4.1 and 4.4.1), and is available on the Project Website (https://www.bradfordbypass.ca/study-process/).</p> <p>A traffic microsimulation model was developed in 2020 using the Aimsun Next 20 software package provided by the Ministry to review available information, including a review of historical Annual Average Daily Traffic on Highway 400 for the sections within the Study Area, raw traffic count data provided by the Ministry for Highway 404, and speed and travel time data for Highway 400 and Highway 404. Traffic volumes were balanced after applying growth projections to develop the base year existing conditions volumes. Pre-pandemic traffic volumes were used to represent typical peak hour volumes to avoid reflecting the impact of the COVID-19 pandemic on traffic within the Study Area.</p> <p>For more information, please refer to the response to question 1.</p> <p>6. Consider the following combination of arterial roads as a reasonable alternative to the Bradford Bypass to satisfy local travel demand:</p> <ol style="list-style-type: none"> Construction a 4 lane arterial road bridge at the location of the proposed Bradford Bypass Bridge spanning the west branch of the Holland River and adjacent roadways to connect Bradford's 8th Line to Bathurst St. Construct a 4 lane arterial road bridge crossing the Holland River immediately south of Cooks bay to connect Ravenshoe Road to Simcoe Line 13. Operate these Arterial Road solutions for at least 5 years to determine their ability to address travel demands in the area between Cooks Bay and Queensville Sideroad. Thereafter, if necessary, conduct fresh long-distance travel demand studies. If travel demand warrants a connector highway, consider a study area encompassing the 	

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					<p><i>EA Study prior to commencement of construction.</i></p> <ul style="list-style-type: none"> <i>Class EA Study employed to ensure currency of the proposed project in light of current travel demand, previously unforeseen environmental factors, new legislation and a full review of all reasonable alternatives including combinations of regional and local roadways. [Emphasis added]</i> <p>• Major developments since 2002 EA Approval.</p> <ul style="list-style-type: none"> Continually reducing long distance travel demand due to: <ul style="list-style-type: none"> Barrie Go Train – promised 15 minute all-day service coming soon. Work-from-home trend – (now in Federal Public Service contract, currently estimated at 35% of Toronto work force). Environmental protection statutes enacted or enhanced - <ul style="list-style-type: none"> Oak Ridges Moraine Act Greenbelt Act Lake Simcoe Protection Act Places to Grow Act Fisheries Act – S.36(3) – Deleterious substances prohibition Climate change related legislation and Greenhouse gas reduction initiatives Canadian Environmental Protection Act - Canadians have the right to a healthy environment. In response to publishing the planned Bradford Bypass in the Places To Grow Plan, Developers purchased large tracts of land within the vicinity of the approved route. East Gwillimbury and Bradford West Gwillimbury planned population levels are now at least 4 times the projections in the approved 1997 EAS. <p>• MTO's draft Impact Assessment Report –</p>	<p>Ravenshoe Road corridor and a further study area south of Newmarket.</p> <p>The planning process that resulted in the 2002 approved Environmental Assessment (EA) for the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed during the Route Planning and EA Study as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>The Bradford Corridor was selected as the preferred corridor over Highway 89/Ravenshoe Road as it was beyond the maximum north limit of 10th Line / Boag Road which was assessed in a previous EA study and was determined that a Management Area or river crossing north of this would entail unacceptable environmental impact, which lead to the withdrawal of the Highway 89 EA studies in 1986-87.</p> <p>The Bradford Corridor was selected as the preferred corridor over the southern alternatives as there was no south alternative that met the primary purpose of the study to reduce out-of-way travel. The south limit was established as Highway 88 and Queensville Sideroad.</p> <p>The original purpose of the Bradford Bypass per the 2002 Approved EA was to address the "east-west" long-distance travel demand crossover between Highway 400 and Highway 404 which is a provincial responsibility and distinct from the locally generated trips which use a municipal road to access the provincial network. As noted in the report, the location of the transportation link is related to potential network benefits, with local service being secondary benefit.</p>	


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					<p>Failings</p> <ul style="list-style-type: none"> Impact Assessment Report does not meet requirements of Canada's Impact Assessment Act or any other Internationally accepted standards. <i>Travel demand focuses on local traffic within the Bradford Boundary – this is not MTO's mandate according to the EAS Terms of Reference. [Emphasis added]</i> <ul style="list-style-type: none"> The following origin and destination locations were reviewed to determine the average travel time savings during the AM and PM peak hours: <ul style="list-style-type: none"> Highway 400 at Simcoe County Road 88 - Highway 404 at Queensville Sideroad Highway 400 at Bradford Bypass - Highway 404 at Bradford Bypass Bradford Centre - East Gwillimbury Centre³ "On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario."⁴ Because these are all local, rather than long distance trips, the comparison should be against expanded arterial roads such as those recommended in this paper. Comparison of savings versus a No Build scenario is dishonest and contrary to the objects of both the Environmental Assessment Act and any properly performed Impact Assessment Time savings presented in the Draft Impact Assessment Report should be for long distance trips, such as those used in the EAS Proposal shown below. The travel time 	<p>While the town of Bradford owns a closed Road allowance east of Artesian Industrial Parkway for 8th Line to Holland River, Hochreiter Road itself is a private road. This connection would not address the primary purpose of the Bradford Bypass to address provincial responsibilities to connect Highway 400 and Highway 404. The local benefit of this route is likely outweighed by improvement to capacity of Bridge Street. A bridge across 8th Line would still require out-of-way travel, which this study is looking to reduce, to connect to provincial transportation facilities. Improvements are likely required on Bathurst Street and Queensville Sideroad. Significant additional property impact (similar to the Bradford Bypass) would be required for a new corridor connection from 8th Line straight to Highway 404.</p> <p>For more information on the 2002 EA, please see the enclosed linked: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>7. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment Act to considered road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. The roadway was rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of alternatives are, however, a requirement of the EA Act and all Class EA Studies.</p> <p>Please see the response to question #6.</p> <p>8. Major developments since 2002 EA Approval.</p> <p>As part of this project, a detailed review and update to the environmental conditions described in the 2002 Approved Environmental Assessment has been undertaken. Descriptions of environmental conditions are provided in the Final Environmental Conditions Report. The purpose of the Final Environmental Conditions Report was to provide an update to the description of environmental conditions from the 2002 Approved Environmental Assessment,</p>	

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					<p>comparisons should be against both expanded arterial roads, as recommended in this report, and a No Build scenario. In their EAS Proposal, MTO looked at the following trips:</p> <table><tr><th rowspan="2">Long Distance Trip (km/hour)</th><th colspan="2">Trip Route Via</th><th colspan="2">Average Speed (km/h)</th></tr><tr><th>From Hwy 2</th><th>Municipal Rd.</th><th>From Hwy 2</th><th>Municipal Rd.</th></tr><tr><td>Toronto - Burnie</td><td>400</td><td>400</td><td>400</td><td>400</td></tr><tr><td>Greenock - Vaughan</td><td>400, 40</td><td>Greenockville</td><td>400, 40</td><td>40</td></tr><tr><td>Burnie - Markham</td><td>400, 40</td><td>Major Highway</td><td>400</td><td>40</td></tr><tr><td>Greenockville - Lindsay</td><td>40</td><td>Greenock Drive</td><td>40</td><td>40</td></tr></table> <p>What these Salient Facts are telling us</p> <p>The 2002 EA Approved project is now seriously obsolete.</p> <ol style="list-style-type: none">Due to the dramatic planned population growth in Bradford and areas in close proximity to the Bradford Bypass in East Gwillimbury, the primary use of this highway will now be for local traffic rather than long lane, 16 Km highway with 7 interchanges, 5 of which serve local roads. That's equivalent to 1 local road interchange every 3.2 Km. MTO's definition of long-distance travel excludes all vehicles that will use these 5 local interchanges.There is no longer need nor justification for the Bradford Bypass. The Project's Terms of Reference are adamant that MTO will only address problems and solutions within their long- distance travel mandate and jurisdiction. The above mentioned planned extraordinary growth will, according to the Terms of Reference for this Approved EA Project, produce local, Highway discontinuities, the other major problem for which the Bradford Bypass received Environmental Assessment Approval, also no longer existMTO is already encountering problems in trying to avoid residential areas and protect agricultural areas.<ol style="list-style-type: none">They have already altered the originally technically preferred route in the Bradford	Long Distance Trip (km/hour)	Trip Route Via		Average Speed (km/h)		From Hwy 2	Municipal Rd.	From Hwy 2	Municipal Rd.	Toronto - Burnie	400	400	400	400	Greenock - Vaughan	400, 40	Greenockville	400, 40	40	Burnie - Markham	400, 40	Major Highway	400	40	Greenockville - Lindsay	40	Greenock Drive	40	40	<p>describe the associated studies undertaken within the Study Area, and identify the proposed changes to the Technically Preferred Route as a result of changes to the environmental conditions.</p> <p>Any updates to the existing conditions which have been further assessed since the posting of the Final Environmental Conditions Report are provided in Section 2 of the Updated Draft EIAR.</p> <p>Regarding plans for development within the Study Area, the Bradford Bypass has been identified in the municipal and regional master plans as a near-term need to accommodate growth and facilitate goods movement and future transit movements.</p> <p>For more information on the regional and municipal master plans applicable to the project, please refer to Section 1.5.4.1 of the Updated Draft EIAR.</p> <p>Please see the response to question #4.</p> <p>9. Impact Assessment Report does not meet requirements of Canada's Impact Assessment Act or any other internationally accepted standards.</p> <p>Please see the response to question #1.</p> <p>10. Travel demand focuses on local traffic within the Bradford Boundary. This is not MTO's mandate according to the EAS Terms of Reference. Because these are all local rather than long distance trips, the comparison should be against expanded arterial roads such as those recommended in this paper. Comparison of savings versus a No Build scenario is dishonest and contrary to the objectives of both the Environmental Assessment Act and any properly performed Impact Assessment.</p> <p>Please see the response to question #6.</p> <p>11. MTO is already encountering problems in trying to avoid residential areas and protect agricultural areas.</p>	
Long Distance Trip (km/hour)	Trip Route Via		Average Speed (km/h)																																	
	From Hwy 2	Municipal Rd.	From Hwy 2	Municipal Rd.																																
Toronto - Burnie	400	400	400	400																																
Greenock - Vaughan	400, 40	Greenockville	400, 40	40																																
Burnie - Markham	400, 40	Major Highway	400	40																																
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					<p>Area due to encroachment on a residential subdivision on the southern border of the highway right-of-way.</p> <p>b. The project will result in the loss of some lands currently used for agriculture. "There is a potential that the agricultural viability of the remaining farmlands will be limited due to land severances and a consequent reduction in parcel size, potential irregular parcel shapes and access issues. Those impacts are being reviewed with further details on impacts to agriculture provided in Section 5.2.2. See Table 5-15: Potential Impacts to Agricultural Lands and Resources."</p> <p>4. Long Distance Travel Demand (MTO's mandate under this EA approved project) is also expected to be far less significant than originally planned.</p> <p>a. Prior to COVID 19, Metrolinx reported in excess of 3,000 person trips per day from the East Gwillimbury, Bradford and two Barrie Stations. This ridership will grow significantly in the next several years due to planned all day, 2-way, service and the recently announced proposed new station at Innisfil which will service the recently, MZO approved, Orbit Community which has an expected population of up to 150,000 people.</p> <p>b. The work from home movement continues to grow. The Toronto Star recently estimated that 35% of the Toronto workforce now works from home. There is no indication that this trend is temporary. If anything, it is becoming more predominant.</p> <p>RECOMMENDATIONS</p> <p>1. Given the dramatic, originally unanticipated, projected growth surrounding the Bradford Bypass corridor, conduct a fresh travel demand study to determine the quantum</p>	<p>For this project, any potential impacts to agricultural lands will be related to the loss of agricultural land, loss of prime agricultural land, creation of severed parcels, increased fragmentation of the land base on the designated agricultural lands. These potential impacts cannot be avoided. There will also be the potential of impacts on the adjacent agricultural lands and community by virtue of the proposed locations of the interchanges and by the proposed highway lighting.</p> <p>The Updated Technically Preferred Route has taken into consideration the 2002 Approved Environmental Assessment by maintaining parts of the original alignment and employing similar techniques to minimize the corridor footprint and impact the fewest agricultural buildings, investment and agricultural operations, thereby minimizing the potential impacts to the agricultural land base, agricultural operations, and the agricultural system.</p> <p>For more information on the potential impacts and proposed mitigation measures related to agricultural impacts, please refer to Section 5.2.2.2.3 of the Updated Draft EIAR.</p> <p>12. Long Distance Travel Demand is also expected to be far less significant than originally planned.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404. Compared to the No Build scenario, the presence of the Bradford Bypass corridor would save approximately 2,500 vehicle-hours of travel time during the AM peak hour and approximately 1,400 vehicle-hours of travel time during the PM peak hour by 2041.</p>	

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					<p>and relationship of long distance travel demand versus local travel demand.</p> <p>2. Focus on current day solutions that separate, rather than combine, local with long distance travel.</p> <p>Consider the following combination of arterial roads as a reasonable alternative to the Bradford Bypass to satisfy local travel demand:</p> <p>4. Construct a 4 lane arterial road bridge at the location of the proposed Bradford Bypass Bridge spanning the west branch of the Holland River and adjacent roadways to connect Bradford's 8th Line to Bathurst St.</p> <p>5. Construct a 4 lane arterial road bridge crossing the Holland River immediately south of Cooks bay to connect Ravenshoe Road to Simcoe Line 13.</p> <p>6. Operate these Arterial Road solutions for at least 5 years to determine their ability to address travel demands in the area between Cooks Bay and Queensville Sideroad. Thereafter, if necessary, conduct fresh long-distance travel demand studies.</p> <p>7. If travel demand warrants a connector highway, consider a study area encompassing the Ravenshoe Road corridor and a further study area south of Newmarket.</p> <p>Advantages</p> <p>These recommendations have numerous advantages over the proposed Bradford Bypass 8 lane controlled access highway. These advantages include, but are not limited to:</p> <ul style="list-style-type: none"> • Dramatically lower costs • Operational in approximately 1/3 of the time required to construct the Bradford Bypass • Ongoing maintenance will be regional / local responsibility - not MTO responsibility • Less environmentally intrusive due to: <ul style="list-style-type: none"> o Lower speed of arterial road traffic o 4 fewer lanes of highway traffic o Much shorter river crossing at Ravenshoe Road 	<p>Please see the response to question #6.</p> <p>13. These recommendations have numerous advantages over the proposed Bradford Bypass 8 lane controlled access highway</p> <p>1. Dramatically Lower Costs</p> <p>As part of this Preliminary Design study for the Bradford Bypass, the Ministry underwent a Value Engineering study. A Value Engineering study is a systematic, organized method of design investigation led by a facilitator. A multi-disciplinary team investigates, and analyzed the functional requirements of a project, considering current standards and environmental constraints to recommend a design function at the lowest cost (capital, operating, maintenance, societal and environmental). Where appropriate, design recommendations generated through this study were incorporated as part of the proposed design.</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>Please see the response to questions #6.</p> <p>2. Operational in approximately 1/3 of the time required to construct the Bradford Bypass</p> <p>The Bradford Bypass Project has been modelled based on current local, regional, and provincial projections and data.</p> <p>As detailed in Section 4.4 of the Updated Draft EIAR an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area by regional / municipal authorities, and, forecast traffic volumes based on the projected growth within the Study Area. Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario.</p>	

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					<ul style="list-style-type: none"> Significantly improved local traffic congestion many years sooner than with the Bradford Bypass <ul style="list-style-type: none"> Long distance traffic not mixed with local traffic Long distance, out-of-the-way travel, is dramatically reduced by a Ravenshoe Road bridge. The Bradford Bypass will not solve the significant issue of out-of-the-way travel between Barrie / Innisfil and Keswick / Brechin. Connecting Ravenshoe Road to Line 13 is the best "regional mandate" solution for this out-of-the-way travel Traffic on County Rd 4 will be substantially reduced by out-of-the-way component now using Ravenshoe Road link to Hwy 404 Local out-of-the-way travel is eliminated – Queensville Traffic can now reach Bradford without having to travel 4.7Km south on Bathurst then north on Bridge St to reach Bradford Avoids necessity to destroy the Historic Lower Landing Site – Our First Nations will welcome this! The need to protect Lake Simcoe from toxic salt runoff and other contaminants far outweighs any requirement for an 8 lane, controlled access, highway in this highly environmentally sensitive area. If a connecting link between Highways 400 and 404 is still required, it can now, just as easily and more environmentally safely, be built as a 4 lane highway further south between Newmarket and Aurora. An overall win for Ford the government. Faster, better local traffic congestion relief with somewhat reduced environmental impact and significantly less Agricultural impact. Validates Federal Minister of Environment and Climate Change's statement in his decision to decline requests for federal impact assessments thus precluding yet another request for designation: 	<p>3. Ongoing maintenance will be regional / local responsibility</p> <p>Please see the response to questions #6 and #13.2</p> <p>4. Less environmentally intrusive</p> <p>The project includes 15 environmental studies to update and document environmental conditions, identify, and evaluate potential impacts of the project and recommend mitigation measures to reduce potential impacts and meet current environmental legislative requirements. Each study has been summarized in the Updated Draft EIAR, including the recommended mitigation measures and monitoring activities that will be carried forward to the next phase of the project.</p> <p>Please see the response to question #6.</p> <p>5. Significant improved local traffic congestion many years sooner than with the Bradford Bypass</p> <p>As detailed in Section 4.4 of the Updated Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. By expanding to the ultimate 8 lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>Provincial details and policies regarding where growth will occur in the Study Area are detailed in Section 1.5.3 of the Updated Draft EIAR. It must be noted the provincial policies related to growth are high level, framework type tools which do not dictate exactly what will be built where</p>	

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					<ul style="list-style-type: none"> The Minister has reached the decision that the designation of the Project is unwarranted for the following reasons: <ul style="list-style-type: none"> the regulatory review processes that apply to the Project and related consultations with Indigenous peoples provide a framework to address the potential adverse aforementioned effects and public concerns raised in relation to those effects. These include: provincial approvals and permits pursuant to the Environmental Assessment Act, Endangered Species Act, Environmental Protection Act, Ontario Heritage Act, Ontario Water Resources Act, and Safe Drinking Water Act. <p>Further comments concerning the June 1, 2023, Draft Impact Assessment Report</p> <p>The 577 pages of the report contain a multitude of items deserving comment. Given the short consultation window available, we have collaborated with a number of other associations which also have serious concerns about the appropriateness and integrity of this entire study process. For purposes of this submission, please be advised that we adopt and endorse the submission provided by Rescue Lake Simcoe Coalition and Simcoe County Greenbelt Coalition dated June 30, 2023. Kindly copy us in on your responses to that submission and copy those parties in on your response to this submission.</p> <p>Respectfully Submitted</p>  <p>MTO's Draft Impact Assessment Report – where's the beef?</p>	<p>and details related to where exactly residential, commercial, industrial uses will be built in the Study Area are detailed in the regional and municipal Official Plans. The Project Team has identified the land uses within the Study Area via review of Official Plans prepared by others and field investigations with a summary of the land use provided in Section 2.2.1 of the Updated Draft EIAR.</p> <p>Please see the response to question #6.</p> <p>6. Avoid necessity to destroy the Historic Lower Landing Site.</p> <p>In accordance with the Ministry's cultural heritage conservation process and the Ministry's obligations under the Standards and Guidelines for Conservation of Provincial Heritage Properties, 2010 (S&Gs) issued under section 25.2 of the Ontario Heritage Act (OHA) the Ministry has completed a Cultural Heritage Resource Assessment Report (CHRAR) to identify known and potential built heritage resources and cultural heritage landscapes within the Study Area, assess potential impacts and project alternatives and recommend mitigations and next steps. The cultural heritage resource assessment has informed the analysis of environmental conditions undertaken for this project and recorded in the Environmental Conditions Report and the Environmental Impact Assessment Report.</p> <p>The assessment has identified the Holland River watershed as having potential cultural heritage value or interest (CHVI). As recommended in the Environmental Impact Assessment Report (EIAR) and the CHRAR, a cultural heritage evaluation is being undertaken to determine CHVI for the property. This includes research and evaluation to determine if the property meets criteria in Ontario Regulation 9/06 and/or Ontario Regulation 10/06 of the Ontario Heritage Act to be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance. Research includes, but is not limited to, review of heritage property databases, field review, archives, museums, planning offices and other facilities, archaeological reports, other relevant reports or studies, information from community engagement including input from Indigenous communities, oral histories etc. to provide the historic context of the</p>	

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					<p>We are now forced to rely upon an MTO directed and about to be MTO approved Impact Assessment Report.</p> <ul style="list-style-type: none"> While AECOM's name is included in the report their introduction to the Report makes it clear that this report is solely for the use of MTO and no other party is entitled to rely upon the contents of the report. This Draft Impact Assessment Report is a sham. It is nothing like Impact Assessments conducted by the Canada Impact Assessment Agency Basics of Impact Assessments - Canada.ca or the recommendations of the International Association for Impact Assessments: https://www.iaia.org/index.php While O. Reg. 697/21 specifies certain contents of and recipients for this report, it does not provide any guidance with respect to the Environment Assessment principles the report should follow such as those provided by Canada: Practitioner's Guide to the Impact Assessment Act - Canada.ca Furthermore there does not appear to be any other publicly available guidance concerning the preparation of an impact assessment on any other Ontario Government website. Attributes of a proper Impact Assessment Report: none of which are in the MTO Draft Impact Assessment Report include: <ul style="list-style-type: none"> Study is conducted by an independent expert environmental consultant that the public can rely upon Study is focussed on ensuring long term sustainability Study has the benefit of a significant degree of public consultation Study is conducted at the outset to determine if the project is 	<p>property including the history of Indigenous communities and post-contact communities.</p> <p>For properties, including the Holland River Watershed, that are determined by the Ministry to meet the criteria in O. Reg. 9/06 or O. Reg. 10/06 of the Ontario Heritage Act and that may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment (HIA) will be prepared to fully assess impacts and propose alternatives and mitigation to conserve the property's CHVI. In accordance with F.5 of the S&Gs, and as committed in Section 5.3.2.2 of the EIAR, if the Ministry determines that a property, including the Holland River Watershed, is a provincial heritage property of provincial significance, the Ministry must obtain the consent of the Minister of Citizenship and Multiculturalism before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. The Minister of Citizenship and Multiculturalism may not grant consent or may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered by the Ministry, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigate adverse effects on the property resulting from the removal, demolition or the transfer of the property.</p> <p>7. The need to protect Lake Simcoe from toxic salt runoff and other contaminants far outweighs any requirements for an 8 lane, controlled access, highway in this highly environmentally sensitive areas. If a connecting link between Highways 400 and 404 is still required, it can now, just as easily and more environmentally safely, be built as a 4 lane highway further south between Newmarket and Aurora.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the Lake Simcoe</p>	

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					<p>warranted based on a balance of benefits versus mitigated negative impacts</p> <ul style="list-style-type: none"> Study considers both immediate and long-term impacts The project approval decision is made by an independent expert - based on all impacts both, good and bad, of the proposed project after all specified mitigation measures have been taken into account. <ul style="list-style-type: none"> The Bradford Bypass Draft Impact Assessment Report: <ul style="list-style-type: none"> Is not the report of an independent environmental expert that the public can rely upon. It's essentially a report written by AECOM working under MTO's direction. <p>"The information, data, recommendations and conclusions contained in the Report (collectively, the "Information"):</p> <ul style="list-style-type: none"> 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." <p>"Except (1) as agreed to in writing by AECOM and Client; (2) as required by-law; or (3) to the extent used by governmental reviewing agencies for the purpose of obtaining permits or approvals, the Report and the Information may be used and relied upon only by Client."</p> <ul style="list-style-type: none"> Consultation has, for the most part, been PowerPoint presentations directed at the 	<p>Protection Act and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>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. The MTO Salt Management Plan outlines salt management operational practices and strategies and Best Management Practices (BMP) in terms of equipment, best practices, materials, storage, testing, storm response, application rules, snow and ice control trainings, snow removal and disposal, and technology review. This includes implementing a balanced approach to the highway salt application based on the amount of snow precipitation and highway conditions.</p> <p>In areas that are particularly sensitive, salt management measures may be necessary to mitigate environmental effects of road salt in accordance with the study objectives utilizing the Code of Practice for Environmental Management of Road Salts released by Environment Canada. The Code of Practice for Environmental Management of Road Salts can be viewed here: https://www.canada.ca/en/environment-climate-change/services/pollutants/road-salts/code-practice-environmental-management.html.</p> <p>In addition, snow removal and disposal will be utilized in accordance with the MECP Guidelines on Snow Disposal and De-icing Operations in Ontario. Further details on MECP's Guidelines on Snow Disposal and De-icing Operations in Ontario can be found here: https://www.ontario.ca/page/guidelines-snow-disposal-and-de-icing-operations-ontario#:-:~:text=Ministry%20Approval,-If%20special%20circumstances&text=As%20a%20general%20rule%2C%20the,be%20approved%20for%20direct%20disposal.</p>	

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					<p>audience with consultation restricted to responses to a few questions from the audience at the conclusion of the presentation and follow-up email correspondence from the public that may or may not receive a response.</p> <ul style="list-style-type: none"> Consultation concerning this extremely important Draft Impact Assessment Report is abysmal. The report was issued June 1 2023 (the traditional start of the summer) and available for consultation until June 30, 2023. Furthermore, unlike previous reports, this report is locked to prevent printing or comments making it extremely difficult for the reader to prepare an appropriate consultation response. The report does not address sustainability with respect to the study and any recommendations contained therein. The only references to sustainability appear to be in comments concerning transportation plans produced by local municipalities. The report glosses over Health and Climate Change impacts and related mitigation. The EA act, under which this project was approved, requires that the proponent establish that there is a significant need for their proposed project and that having reviewed all reasonable options, the need for the project clearly outweighs the post mitigation environmental impact of the project. Need and Justification are essentially brushed over in this report. Benefits are not set out in a definitive manner and impacts are not clearly determinable either due to lack of committed mitigation measures with expected residual impacts or, as with the case of public health and several other human focused impacts, no definitive impacts are provided. <p>"The overall impact of the Bradford Bypass is expected to be positive as it</p>	<p>8. An overall win for the Ford government. Faster, better local traffic congestion relief with somewhat reduced environmental impact and significantly less Agricultural impact.</p> <p>Please see the response to questions #6.</p> <p>9. Validates Federal Ministry of Environment and Climate Change's statement in his decision to decline requests for federal impact assessments thus precluding yet another request for designation.</p> <p>The Minister of Environment and Climate Change has considered the potential for the project to cause adverse effects within federal jurisdiction, adverse direct or incidental effects, public concern related to these effects, as well as adverse impacts on the Aboriginal and treaty rights of the Indigenous peoples of Canada. The Minister also considered the analysis of the Impact Assessment Agency of Canada. The Minister of the Environment and Climate Change determined that the Bradford Bypass proposed by the Ministry does not warrant designation under the Impact Assessment Act.</p> <p>14. The Bradford Bypass Draft Impact Assessment Report is not the report of an independent environmental expert that the public can reply upon. It's essentially a report written by AECOM working under MTO's direction.</p> <p>In accordance with Ontario Regulation 697/21, an Environmental Impact Assessment Report is required to be prepared. The purpose of the Environmental Impact Assessment Report is to document the evaluation of alternatives considered for this project, present the Updated Technically Preferred Route, and document the environmental impacts, proposed mitigation measures and environmental commitments.</p> <p>A description of mitigation measures and monitoring activities outlined in the report will be carried forward and updated as project planning progress to subsequent Detail Design phases.</p>	

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					<p>would relieve congestion on existing east-west local roads and provide a northern freeway connection between Highway 400 and Highway 404."2</p> <p>Congestion on local roads is outside of MTO's mandate. A more northern freeway connection would better be located away from all the population planned for this corridor.</p> <ul style="list-style-type: none"> Does not address long term impacts such as air pollution on public health. Does not address long term impacts such as salination of Lake Simcoe and its adjacent watershed. This is essentially MTO's Report with MTO being the deciding approval authority - there is absolutely no independent oversight or control. The study is being conducted long after the decision to implement the project has been made and even legislated. <p>"In accordance with Section 28 of the Regulation, the Ministry will issue a Statement of Completion of the Bradford Bypass Project to the Director of the Ministry of Environment, Conservation and Parks Environmental Assessment Branch. The Statement of Completion of the Bradford Bypass Project will indicate that the Ministry intends to proceed with the project in accordance with the Final Environmental Impact Assessment Report."</p> <ul style="list-style-type: none"> The MTO study does not address mitigation commitments or expected results. This is left to the design build contractor once the project contract has been let. Unless required by a permit or licence, mitigation decisions will be driven by costs rather than results. Consultation is pathetic- Draft study issued June 1 – start of summer available until June 30 in locked format so reader can neither print nor comment on individual pages. 	<p>15. Consultation has for the most part been PowerPoint presentations directed at the audience with consultation restricted to responses to a few questions from the audience at the consultation of the presentation and follow-up email correspondence from the public that may or may not receive a response.</p> <p>Consultation and engagement are an integral part of the study process and are essential to the successful completion of a project. Consultation for the project is required under the Regulation. Consultation must be inclusive and timely in its approach to make sure stakeholders are engaged and actively participating in the project.</p> <p>To facilitate a comprehensive consultation program for this project, the Project Team implemented the following engagement and consultation activities to reach Indigenous communities, public stakeholders, municipalities, and government agencies and provide them the opportunity to submit comments and feedback for consideration by the Project Team:</p> <ul style="list-style-type: none"> Project Website Project Telephone Project Contact List Emails via the Project Team email address Mailings/notifications Newspaper advertisements Distributions of brochure notifications through Canada Post Neighborhood Mail to residences and businesses within 500 metres of the entire Bradford Bypass Study Area Public Information Centre #1 Preliminary Design Interchange Consultation Event Draft Environmental Conditions Report (public consultation period) Public Information Centre #2 Outreach regarding engagement and consultation with Indigenous communities Meetings and correspondence with municipalities Correspondence with technical stakeholders, local community groups and property owners 	

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					<ul style="list-style-type: none"> None of the 18 reports referenced in the Draft Impact Assessment Report have been published for review or consultation. MTO policy is relied upon for impacts such as noise – Unless mitigation satisfies 3 MTO criteria, one of which is cost- benefit, no mitigation will be provided. The Draft Impact Assessment Report only identifies two areas where MTO expects to provide noise mitigation. No mention is made of what the impact will be on the numerous other noise receptors that will be ignored. The current information concerning noise seems at variance to the comments contained in the original Ministry of Environment's review of the 1997 EAS as part of their approval process. <p>"Noise: A detailed noise analysis was carried out to determine the proposed effects of noise in the vicinity of the alignment. Noise Sensitive Areas (NSA) were identified as being all single family homes. Noise levels in these areas for 49 homes could increase by more than 5 decibels (dBA). The Ministry of Transportation's Noise Protocol triggers immediate mitigation efforts for noise levels that increase more than 5 dBA. The proponent has identified a noise abatement strategy for those residences that will be affected by noise (Appendix H of the EA)." 4</p> <ul style="list-style-type: none"> Another issue is the mitigation strategy for well contamination. If contamination is found to be MTO's fault, MTO will provide replacement water until the well owner rectifies the problem at the well owner's expense. This is a very strange and unacceptable way for a proponent to mitigate harm they acknowledge they have caused. 	<p>As a result of the public health measures linked to COVID-19 in 2020, 2021 and 2022 that restricted large in-person gatherings, the Project Team has held consultation events virtually by leveraging various platforms.</p> <p>In accordance with Section 26(1) of the Regulation, the Ministry has undertaken engagement and consultation with Indigenous communities and interested persons throughout the project. As required by Section 26(4) of the Regulation, the Final Environmental Impact Assessment Report will include a description of the concerns raised by Indigenous communities and interested persons in the issues resolution process and the outcome of the process.</p> <p>The Ministry is committed to continuing stakeholder and public engagement and consultation beyond the regulatory requirements set out in Ontario Regulation 697/21.</p> <p>16. Consultation concerning this extremely important Draft Impact Assessment Report is abysmal. The report was issued July 1, 2023 and available for consultation until June 30, 2023. Furthermore , unlike previous reports, this report is locked to prevent printing or comments making it extremely difficult for the reader to prepare an appropriate consultation response.</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities.</p> <p>In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review starting on June 1, 2023 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p>	

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						<p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations, have been finalized and incorporated into an Updated Draft Environmental Impact Assessment Report. This updated report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project.</p> <p>For any report posted for public comment and feedback, the ministry has been and is happy to provide reports in a specific format upon request from the public or any stakeholders.</p> <p>17. The report does not address sustainability with respect to the study and any recommendations contained therein. The only references to sustainability appear to be in comments concerning transportation plans produced by local municipalities.</p> <p>As detailed in Section 1.5.4, a variety of planning policies have been considered during the course of the project. In terms of regional / municipal policies, it is important to note the Bradford Bypass has been identified in the municipal and regional master plans as a near-term need to accommodate the forecast growth, goods movement and future transit movements forecast within the Study Area and each of the regional / municipal plans.</p> <p>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 for the implementation of carpool lots along the Bradford Bypass corridor was completed in accordance with Ministry Standards and Directives. For more information on Carpool Lots, please refer to the Section 4.2.6 of the Updated Draft EIAR.</p> <p>Please refer to the response to questions #8 and #13.4.</p> <p>18. The report glosses over Health and Climate Change impacts and related mitigations.</p>	

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						<p>The human health implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAR. As a next step, MTO will continue to consider the human health factors identified in this report and will develop a workplan to evaluate and characterize project-related impacts to health, and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts.</p> <p>As detailed in Section 2.2.4 and 5.2.4 of the Updated Draft EIAR, the project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads surrounding the proposed Bradford Bypass to the new corridor and greater freeway network. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads. The alleviation of traffic on local roads benefits the area including but not limited to Town of Bradford West Gwillimbury, community of Holland Landing, Town of East Gwillimbury, and northern King Township by alleviating congestion during peak hours.</p> <p>A Qualitative Climate Change Assessment Report has been prepared for this project to address the Ministry of the Environment, Conservation and Parks comments submitted in September 2020 to the Bradford Bypass Project Team. The Qualitative Climate Change Report was</p>	

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						<p>prepared to outline the qualitative impacts of climate change related to the Preliminary Design of the Bradford Bypass.</p> <p>Potential impact and proposed mitigation measures regarding climate change include:</p> <ul style="list-style-type: none"> - Erection of cooling station, provision of sun-protective outfits, and scheduling the most intensive work package for cooler times - Considering the new wind patterns on the construction equipment, e.g. cranes (wind speed limit to operate a crane) - Enhanced grade of concrete and quality of protective surface coatings and barriers, or the use of stainless steel, or galvanized reinforcement - Use of higher-grade asphalt binders that have higher temperature ranges, and - Installation of windbreaks and wind fences. <p>For more information about Climate Change , please refer to Section 2.2.6 and 5.2.6 of the Updated Draft EIAI.</p> <p>19. The MTO study does not address mitigation commitments or expected results. This is left to the design build contractor once the project contract has been let. Unless required by a permit or license, mitigation decisions will be driven by cost rather than results.</p> <p>In accordance with Ontario Regulation, 697/21, the Updated Draft EIAI documents the results of the various environmental disciplines, proposed mitigation measures and environmental commitments.</p> <p>Section 5 of the Updated Draft EIAI described potential impacts, mitigation measures and monitoring activities to verify the effectiveness of mitigation measures associated with the project for the studies summarized in the report.</p> <p>The commitments and mitigations outlined in the Updated Draft EIAI shall be carried forward to subsequent design phases.</p> <p>20. None of the 18 reports referenced in the Draft Impact Assessment Reports have been published for review or consultation.</p>	

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						<p>In accordance with Ontario Regulation 697/21, the Stormwater Management Plan, Groundwater Protection and Well Monitoring Plan and Noise Impact Assessment Report were made available for review and comment to relevant agencies and municipalities.</p> <p>In accordance with Ontario Regulation 697/21, a Draft EIAR was prepared to document the evaluation of alternatives considered for this project, present the Updated Technically Preferred Route, and document the environmental impacts, proposed mitigation measures and environmental commitments.</p> <p>The Draft and Updated Draft EIAR were made available to the public, technical stakeholders, elected officials, Indigenous communities, and other interested persons for review on the Project Website.</p> <p>21. MTO policy is relied upon for impacts such as noise – Unless mitigation satisfies 3 MTO criteria, one of which is cost-benefit, no mitigation will be provided. The Draft Impact Assessment Report only identifies two areas where MTO expect to provide mitigation. No mention is made of what the impact will be on the numerous other noise receptors will be ignored. The current information concerning noise seems at variance to the comments contained in the original Ministry of Environment's review of the 1997 EAS as part of their approval process.</p> <p>Results of the noise impact assessment indicate that noise mitigation investigation is required for several locations along the proposed Bradford Bypass right-of-way as per the Ministry Guide. Note that there are existing developer-built noise barriers providing noise attenuation in some areas. Noise control investigation has shown that noise barriers are feasible to address noise levels in two areas in accordance with the Ministry's policies and criteria. For more information on noise impacts and mitigation measures, please refer to Section 5.2.3 of the Updated Draft EIAR.</p>	


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						<p>22. Another issue is the mitigation strategy for well contamination. If contamination is found to be MTO's fault, MTO will provide replacement water until the well owner rectifies the problem at the well owner's expense. This is a very strange and unacceptable way for a proponent to mitigate harm they acknowledged they have caused.</p> <p>If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) the Ministry will undertake to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the Ministry, until remediation measures have resolved the issue.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-84 Cont.	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR Comments	June 30, 2023	<p>Good afternoon Project Team.</p> <p>Attached are comments of my wife, Karen C Foster and myself with respect to identified likely impacts upon our house and us personally.</p> <p>Thank you.</p> <p>[REDACTED]</p> <hr/> <p>Attachment:</p> <p>We wish to endorse and adopt the submission dated June 30, 2023 of Rescue Lake Simcoe Coalition and Simcoe County Greenbelt Coalition and the submission of the same date from Forbid Roads Over Green Spaces.</p> <p>Having read the entire draft report, as affected homeowners we have the following concerns that, by means of this letter, we wish to bring to your attention:</p> <p>NOISE: We believe we are identified in your study as noise receptor location NSA 12. We are located in a rural, open space environment, with extremely low ambient noise levels. While we appreciate the difficulties MTO may have providing mitigation for outdoors noise, we want to be on record that we are very concerned about noise within our house. Our bedroom is on the second level of our house and overlooks what will, at some time in the future, be an 8 lane, controlled access highway. At the very least, we expect MTO to mitigate noise within our house by upgrading our windows and glass doors to</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please see below the responses to your questions concerning your home from June 30, 2023.</p> <p>1. We believe we are identified in your study as noise receptor location NSA 12. We are located in a rural, open space environment, with extremely low ambient noise levels. While we appreciate the difficulties MTO may have providing mitigation for outdoor noise, we want to be on record that we are very concerned about noise within our house. At the very least, we expect MTO to mitigate noise within our house by upgrading our windows and glass doors to triple glazed, gas filled, low e. glass and such other measures as deemed appropriate.</p> <p>The noise impact assessment indicated that noise control investigation is required at several locations. Section 5.2.3.2 of the Draft Environmental Impact Assessment Report (EIAR) documents the proposed noise impact mitigation measures and monitoring commitments.</p> <p>The ministry considers noise mitigation based on an assessment of noise levels within the outdoor living areas of noise sensitive uses (e.g., backyard of a residence) as well as an evaluation of the mitigation measure for feasibility.</p> <p>One aspect of the evaluation is the administrative feasibility of the mitigation measure, i.e., whether the mitigation can be located on lands within public ownership and within project constraints.</p> <p>The modification of your home's windows and doors is not administratively feasible, and also not in line with the ministry's policy to evaluate noise mitigation for outdoor living areas.</p>	No

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					<p>triple glazed, gas filled, low e. glass and such other measures as are deemed appropriate.</p> <p>WE RESPECTFULLY REQUEST AN AECOM CONSULTANT ATTEND AT OUR HOUSE BY AUGUST 31, 2023 TO OBTAIN AND RECORD SUMMER NOISE SAMPLES THAT WILL BE RETAINED BY BOTH OURSELVES AND MTO AS BASE LINE NOISE READINGS FOR OUR PROPERTY / RESIDENCE.</p> <p>WATER WELL: We consider MTO's proposed rectification measures for damage they do to our well as a result of this highway to be totally unacceptable. From our perspective, if MTO breaks it, MTO must fix it at MTO's expense and provide us suitable temporary water until the problem has been properly resolved.</p> <p>VIBRATION: This letter is to put you on notice that our house foundations are very likely susceptible to damage from construction related vibrations. When we built this house over 30 years ago, our contractor dug a 30 inch wide trench less than 18 inches deep for the foundations. At 18 inches, he hit the water table. He then installed rebar throughout the trench and then poured a deeper than code amount of concrete in the trench. The concrete was kept appropriately moist throughout the curing period. Approximately 1 year after we moved into the house, the north west corner of our foundation failed. A portion of the basement wall sitting on it had to be removed, the foundation area dug out, expanded and rebuilt and the basement wall rebuilt. Luckily the design of that portion of the house included a concrete core slab garage floor at the top of the basement wall. This core slab held the upper exterior stone siding thus maintaining the integrity of the upper section of our house over the failed foundation.</p> <p>We have no idea how resilient our foundation will be to any serious levels of reasonably near-by construction but, by means of this letter, want</p>	<p>2. We respectfully request an AECOM consultant attend at our house by August 31, 2023 to obtain and record summer noise samples that will be retained by both ourselves and MTO as base line noise readings for our property/ residence.</p> <p>The noise impact assessment compares the future sound levels with and without the project. Where the no-project scenario has no dominant future noise source, the no-project sound levels are then based on the area's Class as defined in Ministry of Environment, Conservation and Parks (MECP) NPC-300 noise guideline. NSA12 has already been assigned the lowest sound level among the defined Classes, being in a Class 3 (rural) area with an associated no-project sound level of 40 decibels. Field measurements of noise levels would not substantiate the use of a lower no-project sound level.</p> <p>3. We consider MTO's proposed rectification measures for damage they do to our as a result of this highway to be totally unacceptable. From our perspective, if MTO breaks it, MTO must fix it at MTO's expense and provide us suitable temporary water until the problem has been properly resolved.</p> <p>If a well issue is confirmed to be a result of the project's activities, the ministry will provide a letter explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the ministry, until remediation measures have resolved the issue. Please note this is a Ministry standard practice.</p> <p>4. This letter is to put you on notice that our house foundations are very likely susceptible to damage from construction vibrations. We have no idea how resilient our foundation will be to any serious levels of reasonable near-by construction but, by means of this letter, want to put you on notice of this potential problem.</p>	


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					to put you on notice of this potential problem.	<p>Should vibration related concerns be raised, the ministry and Contractor shall further investigate the source of the vibration and prepare a Noise and Vibration Plan (where and if required).</p> <p>Where locations are identified with respect to potential vibration concerns, these locations and concerns will be documented as commitments and carried forward to subsequent Detail Design phases. Locations and associated mitigation measures may be added, removed or modified as the design advances.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-85	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR Comments	June 30, 2023	<p>Hello,</p> <p>Thank you for the opportunity to comment on the Draft Environmental Impact Assessment Report. Upon review of the report, the ministry provides the following information to ensure clarity in relation to the drafted <i>Section 2.1.1.2.2. Vegetation and Vegetation Communities</i>, as well as to provide additional guidance to support any potential future wetland boundary delineation contemplated by <i>Table 6-1 Summary of Potential Permits, Licenses, Approval or Authorization Requirements for the Project</i>.</p> <p>The information provided through Land Information Ontario is the province's authoritative source for Provincially Significant Wetland boundaries. Further information collected by the proponent during field investigations can provide valuable information for consideration within the Environmental Assessment, and it is up to the proponent to determine how this information may be applicable, including whether there is any need for further wetland evaluation, re-evaluation or mapping updates. Consider revising Section 2.1.1.2.2 based on this information.</p> <p>Based on changes to Ontario Wetland Evaluation System (OWES) in effect as of January 1, 2023, the process for new wetland evaluations, re-evaluations and mapping updates has changed. Under the updated OWES, MNRF no longer reviews or confirms wetland evaluations.</p> <p>Table 6-1 discussed potential future wetland boundary delineation. Should OWES be utilised for wetland delineation, we provide the following information about the updated process.</p> <p>Trained evaluators can undertake wetland evaluations, re-evaluations and/or mapping updates by following the revised OWES manual. As per the revised manuals, the wetland evaluator must:</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Thank you for your comment. The OWES was considered when drafting the Draft Environmental Impact Assessment Report. Information collected during field investigations for the Project will be reviewed to determine whether there is any need for further wetland evaluation, re-evaluation or mapping updates.</p> <p>The Project Team will continue to carefully consider all impacts to wetland areas and will continue to work with Indigenous communities, 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 Bradford Bypass Project will continue to look at opportunities to minimize impacts to these wetlands through engineering refinements.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	No

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					<ul style="list-style-type: none"> o attest that the wetland evaluation, re-evaluation or mapping update was completed in accordance with the new edition of the OWES manual by signing the wetland evaluation and scoring record o send the final evaluation (including associated wetland boundary mapping) to the appropriate planning authority (e.g., municipality) o Within 30 days of completing an evaluation, submit the final digital wetland boundary mapping and the wetland's status (e.g., significant or not) to MNRF at wetlands@ontario.ca. <p>When a trained evaluator completes an evaluation in accordance with the new policy, the evaluation is considered complete.</p> <p>Thank you again for sharing the Draft Environmental Impact Assessment Report with the MNRF. If you have any questions please do not hesitate to reach out.</p> 		

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CT-DraftEIAR-86	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 30, 2023	<p>To the project team trying to push through construction of the Bradford Bypass,</p> <p>We have many concerns with this project, the process it is following, and this report is no different. Please answer our questions below.</p> <ol style="list-style-type: none"> Timing and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period? Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway. <ol style="list-style-type: none"> Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis. For instance this meaningless babble from pg. 334: <p><small>On average, between the various origin-destination pairs along the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 72% or 35 minutes of travel time when connecting between Highway 403 and Highway 404 compared to existing routes in the No-Build scenario.</small></p>	<p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <ol style="list-style-type: none"> Time and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period? <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities. In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations, have recently been finalized and incorporated into an Updated Draft Environmental Impact Assessment Report. This updated report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIAR and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>The Updated Draft Environmental Impact Assessment Report was available for review on the Project Website (https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p>	No

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					<p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, <i>"Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed."</i> The Draft IA states, "the southern portion of the site ... will be impacted by construction. Stage 4 Archaeological Assessment excavation plans will be submitted to the Ministry of Citizenship and Multiculturalism and Indigenous communities prior to the Stage 4 excavation being conducted," (pg 395).</p> <p>So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the completed stage 4 archaeological</p>	<p>2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas. In addition, the Project Team has consulted with local and regional municipalities, and the traffic analysis for the proposed Bradford Bypass has considered the planned local transportation and transit improvements to be implemented by others.</p> <p>The original route planning study (2002 Approved Environmental Assessment – EA) concluded that additional relief from congestion in this Study Area could only be accommodated through the protection and implementation of a provincial right of way.</p> <p>As part of the 2002 Approved EA, the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 Approved EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p>	

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					<p>assessment of the Lower Landing and the endorsement of the First Nations.</p>  <p><i>Bradford Bypass is still too close to the Lower Landing. The Lower Landing is in the area of WC-25 in the image above. This clip of a map shows Provincially significant wetlands (orange); unevaluated wetlands (blue); cold water fish habitat (black) and warm (pink); Original / full map available on pg 55 of Draft IA report.</i></p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request?</p> <p>b. Have First Nations been consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>c. It is imperative that the Ontario Government uncover all evidence of burials where the highways are to be built. How this is done must follow affected First Nations' protocols and wishes. These are some thoughts from a non-native resident of the area on the topic:</p> <p>i. These burial sites must be preserved and protected or possibly moved to another location. Identifying registered and unregistered burial sites should be relatively simple for the Ontario Government as the information is readily available from their own ministries, authorities as well as from local governments and churches/cemeteries. While 'registered burial sites' are easy to identify, 'unregistered sites' need to be confirmed and registered as required</p>	<p>For more information on the Analysis and Evaluation of alternatives, refer to Section 2.1.6 of the 2002 Approved EA, which can be found in the enclosed link: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>Further to the conclusion of the 2002 Approved EA, as part of this Preliminary Design study, a traffic analysis was completed and the result of the review has confirmed the need of the highway. This analysis included the review of existing traffic conditions and modelling of future forecast traffic conditions and it has been confirmed that updates to regional and municipal roads alone will not address the transportation needs within the Study Area.</p> <p>Additionally, 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.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved</p>	


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					<p>under Ontario's Funeral, Burial and Cremation Services Act, 2002 while 'Still to be found sites' require sleuthing, historical research and boots on the ground investigation. One of the most extreme requirements that could be requested is for the Ontario Government to perform thorough Ground Penetrating Radar (GPR) surveying of every square foot of the Bradford Bypass. Anomalies called 'targets' would receive special attention via Archaeological digs. Human remains discovered would either be left in place or moved. All work and costs are to be borne by the Ontario government. This solution for 'Still to be found' burial sites is as necessary as the work done and currently being done for the former Residential Schools in Canada.</p> <p>5. Species at Risk</p> <p>a. Table 2-2 lays out the 12 species at risk present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do detailed study later on. This is a good example of study following decision or destruction, and is in violation of standard EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>b. There is a requirement for the Minister of the Department of Fisheries and Oceans to consider, when making certain decisions related to the fish and fish habitat protection (and pollution prevention) provisions of the Act, the Indigenous knowledge of the Indigenous peoples of Canada that has been provided to the Minister (34.1(1) (g) of the Fisheries Act); and,</p> <p>c. Requirement to protect the confidentiality of Indigenous knowledge that is provided to the Minister in confidence, except under limited circumstances (subsection 61.2 (1) of the Fisheries Act)."</p> <p>d. The Draft IA report identifies that the Williams Treaties FN reported American Eel https://www.dfo-mpo.gc.ca/species-especies/publications/sara-lep/eel-</p>	<p>Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404. Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p> <p>The development of the analysis and key results from the Traffic Study have been summarized in the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report (EIAR), which were available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023, respectively. The information in the draft EIAR includes the origin and destination locations that were reviewed to determine the average travel time savings during the AM and PM peak hours. Similar to the process undertaken for MTO preliminary design studies,</p>	

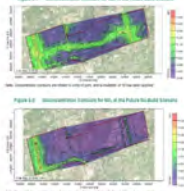
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					<p>anquille/index-eng.html and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and is in the process of being listed for protection Federally.</p> <p>i. What is Ontario going to do to stand by Canada's obligations to First Nations treaty and consultation rights?</p> <p>j. Will the American Eel's presence be investigated with new fieldwork?</p> <p>6. There are many concerns related to surface water and groundwater.</p> <p>a. Please confirm our understanding that there has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>b. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for the elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area," p 295. There is no credible groundwater protection plan. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>c. HOW exactly is the province (MoECP) going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>d. What penalties are contractors going to face for violating the discharge requirements?</p> <p>e. If penalties are not enough to compel adherence, what next?</p> <p>f. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>g. Please confirm if monitoring will continue, or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project" P. 79.</p>	<p>the Traffic Study will be finalized upon study completion and will be available if requested.</p> <p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis.</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>As detailed in the Draft EIAR (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAR).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p> <p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. The model indicates that by expanding to the ultimate 8 lane configuration (implementing another general purpose</p>	

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					<p>h. Explain what kind of environmental impact would make this project stop; or is any impact acceptable?</p> <p>i. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>i.Does this meager bit of help get extended to those who did not provide baseline information about their well water?</p> <p>i.Is there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>7. How much is this project going to cost?</p> <p>8. When will the Bradford Bypass be completed?</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <p>a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health?</p> <p>b. Will you put air quality monitors in Bradford?</p> <p>c. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket?</p> <p>d. The Final Environmental Conditions Report identified numerous planned residential</p>	<p>lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>For further information about the Traffic Study please refer to the response to Question #3 and Section 4.4 of the Updated Draft EIAR.</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states," the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is</p>	

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					<p>developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there?</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. In order to understand traffic related air pollution, relevant vehicle types and assumptions need to be used. The air dispersion modeling report simply indicates that MOVES3 default data was used - but the EPA has emphasized the need to include relevant vehicle type inputs into the model.</p> <p>The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The air dispersion modeling report states that the vehicle type distributions were based on MOVES3.0 default database inputs even though there are no such inputs. It also says that the 24 hour traffic distribution was assumed to be equal to the AADT distribution. However the consultant appeared to use different AADT distributions for different scenarios without explanation and the distributions differed significantly as between build and no build scenarios. Mitigation in the form of frequent diesel heavy truck vehicle emission inspections should be included as a mitigation measure to ensure that newer vehicle emissions systems are not being tampered with. The air dispersion modeling report indicates that ethanol based fuels were excluded even though this goes against EPA recommendations for using the model. The report lacks transparency</p>	<p>obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request.</p> <p>b. Have First Nations be consulted about this part of the plan? Please provide written evidence of their approval of this route.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details are included in the Updated Draft Environmental Impact Assessment Report available on the Project Website (https://www.bradfordbypass.ca/study-process/) for public review until August 14, 2023.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team completed site specific Stage 3 archaeological assessments for areas within the Study Area that were identified as having archaeological potential in accordance with the Stage 2 archaeological assessments.</p> <p>It is common practice for Stage 4 archaeology work to be completed during Detail Design. Limiting the impact to Stage 4 archaeological sites where feasible is one of the Project Team's main priorities. As a result, the Project Team will determine the exact impact limits to archaeological sites during subsequent design phases of the project. To avoid unnecessary excavation, the Project Team will then undertake the Stage 4 archaeological assessments. Any Stage 4 field work that will be undertaken must engage interested Indigenous communities.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland</p>	

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					<p>about assumptions made about future vehicle fleet characteristics for both passenger vehicles and heavy trucks.</p> <p>The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification.</p> <p>It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. Using existing monitors in Innisfil, Newmarket and other distant and irrelevant locations is not justifiable. For the air dispersion modeling, MTO appears to be relying on these distant locations (eg. Egbert) for preparation of the wind rose as well, even though meteorological conditions in the study area may be markedly different. MTO also did not identify numerous recreational and daycare facilities adjacent to the Bradford Bypass corridor which were identified by Simcoe County Greenbelt Coalition, as pictured below.</p>	<p>River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAR.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> - Alderville First Nation - Beausoleil First Nation - Chippewas of Georgina Island First Nation - Chippewas of Rama First Nation - Curve Lake First Nation - Hiawatha First Nation - Mississaugas of Scugog Island First Nation - Kawartha Nishnawbe First Nation - Georgian Bay Métis Council, and - Huron-Wendat Nation <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>5. Table 2-2 lays out the 12 species present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do a detailed study later on. This is a good example of study following decision or destruction, and is in violation of the standard</p>	

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					 <p>Map created by Adam Ballah, Simcoe County Greenbelt Coalition, based on publicly available information via Bradford Bypass team, plus additional desktop research to find missed critical receptors.</p> <p>The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to-date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. These are described in the report by the Canadian Association of Physicians for the Environment (April 2022) <i>Mobilizing Evidence</i> report. The Air Quality report predicts significant exceedances for NO₂ and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO₂ exceedances may be extremely severe and will impact on the <i>Charter</i></p>	<p>EA practices. There are no commitments to the protection of species at risk in this document.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIAR requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the preliminary design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIAR and include:</p> <ul style="list-style-type: none"> If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. It is recommended that culverts be designed to provide openness ratios that would allow for the 	

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					<p>rights and human rights of residents in the study area and beyond without justification for the need for the project.</p>  <p>Source: Air Quality Impact Assessment Report - AECOM.</p> <p>The Air Quality Impact Assessment concluded that: Impacts from the Future Build Conditions with the new Bradford Bypass on a cumulative basis within the Air Quality Study Area increases in comparison to a No-Build scenario for several contaminants and their respective averaging periods. This is predominately due to increased traffic along the Bradford Bypass, where in a No-Build scenario this traffic is dispersed along Holland Street and Bridget Street and within communities to the south of the Air Quality Study Area (for example, demonstrated in the traffic reporting related to this project). This included significant increases in NO₂, SO₂, PM_{2.5}, Acetaldehyde, Benzo(a)pyrene, and formaldehyde and some increases in CO. Maximum concentrations which are relevant for acute events also show significant increases, for example a 49% increase in SO₂ and more than 50% increases in fine and large particulates, acetaldehyde, formaldehyde etc. for critical receptor number 19 (other receptors' models were not displayed in a comparable manner). The results</p>	<p>passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017).</p> <ul style="list-style-type: none"> Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These preliminary mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further detail on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <p>a. The Draft IA report identifies that the Williams Treaties FN reported American Eel and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the federal enforcement.</p> <p>b. What is Ontario going to do to stand by Canada's obligations to First Nation treaty and consultation rights?</p> <p>c. Will the American Eel's presence be investigated with new field work.</p> <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in</p>	

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					<p>indicated that for NO₂, 1 hour averages 80% of the hours in the future build scenario would have a cumulative concentration above the CAAQS limit of 79 ppm and a 100% of hours would exceed the AAQC for benzo(a)pyrene.</p> <p>In relation to GHGs, the MTO failed to incorporate induced demand in the future build scenario to calculate additional vehicle kilometers traveled that would be induced by the highway, and failed to give a transparent total vehicle assumption, vehicle type assumption including the age of the emissions controls on heavy diesel trucks, or a vehicle emissions factor. In any event the air quality impact assessment predicts that the proposed highway would be a significant contributor to regional GHG emissions even without incorporating the effect of induced demand. No mitigation measures are proposed to address the increase in greenhouse gas emissions from the project which will contribute to catastrophic climate disaster for all of humanity and the planet.</p> <p>12. Many less expensive alternatives to this highway have not been considered. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment act to consider road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. That roadway was rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of</p>	<p>March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAR.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>6. Please confirm our understanding that has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p>	

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					<p>alternatives are, however, a requirement for all Class EA Studies.</p> <p>A major condition of the 2002 Bradford Bypass EA Approval, was a requirement to conduct a Class EA Study at the time MTO wished to proceed with this project. This study would ensure the currency of the proposed project in light of current travel demand, previously unforeseen environmental factors, new legislation and a full review of all reasonable alternatives including combinations of regional and local roadways.</p> <p>The following are reasonable alternatives that would need to be considered both individually and in combination with one or more other reasonable alternatives if the Class EA Study that was underway at the time Regulation 697 /21 was issued had not been terminated. Each of these proposed alternative solutions would then be evaluated against the then approved Bradford Bypass 4 lane controlled access freeway. Because the Class EA Study was canceled by this regulation, the only comparison AECOM have used throughout the Draft Impact Assessment Report is "Do Nothing". Given that the actual travel problem we are now faced with is local, rather than long distance traffic, we are confident one or more of the following reasonable alternatives would be dramatically preferable to the now 8 lane, Bradford Bypass.</p> <p>Alternatives to the Bradford Bypass:</p> <ol style="list-style-type: none"> Construct a 4 lane arterial road bridge over the West Branch of the Holland River at the currently planned location for the Bradford Bypass bridge – together with paved 4 lane roadways to both Bathurst St. and a connection to Bradford's 8th Line. 	<p>a. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area." There is no credible groundwater protection water. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>The risk of spills during construction of the project will be primarily limited to petroleum products from machinery (fuels and lubricants). The use of best management practices for handling of hydrocarbons according to the Ministry of Environment, Conservation and Parks and the Technical Standards and Safety Authority of the Ministry of Government Services will reduce the potential of environmental adverse effects associated with petroleum product handling and uses. Spillage of petroleum products must be immediately remediated according to these standards such that groundwater quality is not impacted.</p> <p>Mitigation plans will be generated during future phases of work for the project and for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge shall be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p>	

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					<p>2. Build a 4 lane arterial road bridge over the Holland River from Ravenshoe Road to connect with Simcoe Line 13 or another appropriate east – west arterial road on the west bank of the Holland River.</p> <p>3. Extend and widen Green Lane to 6 lanes and create a diagonal transition from Green Lane to Hwy 9 and highway bridge intersection with Highway 9 around Dufferin St. The Green Lane / Highway 9 option will better serve and reduce both local and long distance traffic from Newmarket south to at least Aurora Sideroad.</p> <p>Any one or a combination of these alternatives will address a substantial amount of local travel problems while being significantly less costly and environmentally invasive.</p> <p>As you can see, there are a lot of questions and concerns surrounding the approach the province is taking. It's too much money to spend on an unjustified project that will have significant environmental impacts!</p> <p>We look forward to hearing back from the project team with answers to our questions.</p> <p>Gord</p>	<p>For more information about the Groundwater Protection and Well Monitoring Plan please refer to Section 5.1.4 of the Updated Draft EIAR.</p> <p>b. How exactly is the province going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>c. What penalties are contractors going to face for violating the discharge requirements?</p> <p>d. If penalties are not enough to compel adherence, what next?</p> <p>e. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>f. Please confirm is monitoring will continue or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project."</p> <p>The Groundwater Monitoring Program includes groundwater level monitoring and groundwater quality monitoring to establish the pre-construction baseline conditions for comparison of data collected during and post-construction.</p> <p>During the Preliminary Design study, Golder Associates Ltd. (Golder) installed monitoring wells during the ongoing geotechnical investigations. Monitoring is expected to be completed within these same monitoring wells during all future phases of work for the Project, including construction. Residential monitoring wells will also be part of this program if they fall within the Radius of Influence of the excavation dewatering and permission to enter is granted to gain access to monitor the well. Detail Design will inform the need for further groundwater investigations. Penalties for discharging any deleterious substance or material to the lands will vary based on the federal, provincial or municipal legislation that might be violated. Beyond legislated penalties, contractor behavior is monitored by the Ministry and poor behavior may result</p>	

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						<p>in additional financial or reputational impacts. The Ministry's process for selecting contractors to support future phases of the work for the project also includes consideration of past performance and assessment of the contractors understanding of the project and sensitivities within the Study Area. Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>g. Explain what kind of environmental impact would make the project stop; or is any impact acceptable?</p> <p>This government takes environmental protection seriously and is implementing a path forward that will ensure environmental protections are not compromised while building this much needed project quickly and safely. Current work on the Bradford Bypass project will continue to be subject to all conditions under Ontario Regulation 697/21.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team has undertaken several environmental impact assessments to identify and document the potential impacts, proposed mitigation measures, and environmental commitments, which are summarized in the Environmental Impact Assessment Report (EIAR).</p> <p>The Ministry of Transportation must also comply with all current federal and provincial environmental requirements. This includes consultation as set out in the regulation and obtaining permits and approvals for the project prior to the start of construction. Obtaining these permits and approvals, which are mechanisms to help protect the environment, confirms that the ministry has met or surpassed the environmental requirements.</p> <p>h. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p>	

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						<p>i. Does this meager bit of help extend to those who did not provide baseline information about their well water?</p> <p>j. If there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>MTO will work with owners of water wells who experience issues to determine if the issue is the result of Bradford Bypass project activities.</p> <p>If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) the Ministry will undertake to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the Ministry, until remediation measures have resolved the issue.</p> <p>A water well survey was completed for the project to determine the pre-construction assessment of private well supplies in the vicinity of the Study Area noted above. Where no response was provided from Property Owners as part of the water well survey, an additional attempt shall be undertaken during Detail Design to contact these owners via mail, email, phone calls, site visit, etc. This information will be used to provide a baseline for water wells prior to the proposed construction to determine existing water quality and quantity of each property.</p> <p>7. How much is this project going to cost?</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>8. When will the Bradford Bypass be completed?</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p>	

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						<p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>The Ontario government is committed to fully funding the construction of the 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.</p> <p>A four-lane configuration is planned to be constructed first with two general purpose lanes in each direction. To plan for the future, the Ministry is also considering the design of an ultimate eight-lane design for the Bradford Bypass. The ultimate, eight-lane configuration for the project will feature three general purpose lanes and one HOV lanes in each direction.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <ol style="list-style-type: none"> How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health? Will you put air quality monitors in Bradford? How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket? The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there? 	

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						<p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIA. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p> <p>The Project Team is currently utilizing the National Air Pollution Surveillance air quality monitoring stations to assess air quality levels. Five years of existing data sets were analyzed from stations within the region, and the complete data set from the closest station or most</p>	

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						<p>representative station for each contaminant of concern was selected to represent the background air quality for the Study Area. Due to the proximity of the Study Area to the Toronto Area, monitoring stations within the City of Toronto were given preference as the one of the most representative locations for the air quality contaminants of concern. As such, Roadside Wallberg – University of Toronto monitoring station, North Downsview monitoring station, Gage Institute monitoring station (all located approximately 38 – 53 km from the Study Area) were used. The nearest monitoring station is in Newmarket. Additional information regarding the assessment of potential air quality impacts have been summarized in Section 2.2.4 and Section 5.2.4 of the Draft EIAR.</p> <p>Land has been designated for the Bradford Bypass since the 2002 Approved EA was completed. As noted above, consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts and is critical to a project's success. The ministry is actively consulting and engaging with private landowners, developers and school boards within the Study Area. Engagement and consultation has included having a project website and telephone line, having a project contact list for regular project updates, providing notices and correspondence via email, mail, and Ontario Government Notices in local newspapers, hosting public information centres and online events, and holding meetings with Indigenous communities, municipalities, environmental agencies, and stakeholders. More information on the project consultation activities are included in Section 7 of the Updated Draft EIAR.</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario.</p>	

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						<p>There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification. It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to-date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. The report predicts significant exceedances for NO₂ and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO₂ exceedances may be extremely severe and will impact on the Charter rights and human rights of residents in the study area and beyond without justification for the need for the project.</p> <p>Study Area, MOVES3 data, vehicles and assumptions: In order to model relevant vehicle types within the Air Quality Impact Assessment Study Area, MOVES3 data was input to the model and refinements were made to exclude fuel types such as ethanol given these fuels are</p>	

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						<p>not readily available for use in Ontario. Fuel inputs utilized in MOVES3.0 modelling at the time of the assessment included: Fuel Type IDs 1, 2, 3 and 9. ID 5 (ethanol) was not included as flex fuel cars and fuelling stations are not readily available in Ontario. The specific source type fractions utilized for various vehicle types applied within the project study area and the related fraction of expected vehicle usage for both passenger-class vehicles and heavy-class vehicles, including the distribution of vehicle types in the heavy truck vehicle category, were combined to create representative vehicle emission for vehicle class that can reasonable be expected to be in use in 2041.</p> <p>Highway 400/404 corridors were included in the Air Quality Impact Assessment. The full air quality study area is shown in Figure 2-9 of the Updated Draft EIAI and demonstrates that the air quality study area included emission sources within the boundary of assessment, including but not limited to Highway 400 (500 m south of Rural Rd. 88 to 500 m north of Concession Rd. 11), Highway 404 (500 m south of Queensville Sideroad E to 500 m north of Boag Road), the entirety of the proposed Bradford Bypass, Bridge Street, Holland Street W, 10th Sideroad, Young Street/Barrie Street, and Queensville Sideroad.</p> <p>Traffic distributions and truck traffic: The same Average Annual Daily Traffic (AADT) were used for all scenarios. AADT values for each air quality emission source vary between the three scenarios evaluated based on projected existing traffic within the study area, and future no-build and build traffic projections however the same 24-hour traffic distribution percentages were applied. Three representative 24-hour distribution percentages were applied to the air quality emission sources. These were applied to a given source of emission depending on the type of road in question, e.g. a "Leslie St." 24-hour distribution was applied to air quality emission sources which were categorized as community arterial roads; a "HWY 400" 24-hour distribution was applied to air quality emission sources categorized as highways; and, a "2nd Concession Rd" 24-hour distribution was applied to rural roads. These same 24-hr distributions were applied to the assigned source for all three scenarios of evaluation (existing conditions, future no-build, and future build).</p>	

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						<p>Fuel usage distribution [i.e. diesel, gasoline, CNG, etc.] and vehicle age distribution within each vehicle type category were modelled based on MOVES3.0 default fuel use and age distribution database inputs assigned to the year of evaluation. Heavy truck traffic was included in the modelling with a percentage assigned to each air quality emission source anticipated from this vehicle type.</p> <p>Health Impacts, Critical Receptors and Background/Study Area Monitoring Data: The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAR.</p> <p>The Project Team is aware some critical receptors have been identified as 'missing' by a number of stakeholders. Having reviewed the data, these 'missing' receptors were included as residences in the Air Quality Impact Assessment. Potential impacts at the 'missing' receptors within the Air Quality Impact Assessment Study Area are reflected in the assessment by other, nearby critical receptors and receptors identified on Figure 2-9 and 2-10 of the Updated Draft EIAR.</p> <p>The approach to identifying representative air quality levels is conservative and often ensures the worst-case conditions are reflected so as to not under-represent conditions within a study area; i.e. background air quality contaminant levels included within the assessment may be representative or higher than expected for the area in question.</p> <p>While it is recognized that localized in-situ monitoring may provide more accurate data, use of existing monitoring stations within the NAPS network for statistically relevant background monitoring data is a generally accepted and conservative methodology for provincial environmental impact air quality assessments. Stations selected for the background air quality assessment were chosen based on total data availability over a most recent five-year period as a minimum of 12 months of daily and hourly data is required to ensure statistical relevance. Stations were also selected based on their proximity to the air quality</p>	

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						<p>study area with the meteorological station selected as representative of the air quality study area within 15 km north-west of the air quality study area. Stations must also be a relative representation of similar types of existing sources of air quality emission in the study area and it is notable that the meteorological station selected as representative of air quality in the study area was provided by the MECP in site-specific MET data requested for the project modelling.</p> <p>12. Many less expensive alternatives to this highway have not been considered. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment act to consider road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. That roadway was rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of alternatives are, however, a requirement for all Class EA Studies. A major condition of the 2002 Bradford Bypass EA Approval, was a requirement to conduct a Class EA Study at the time MTO wished to proceed with this project. This study would ensure the currency of the proposed project in light of current travel demand, previously unforeseen environmental factors, new legislation and a full review of all reasonable alternatives including combinations of regional and local roadways. The following are reasonable alternatives that would need to be considered both individually and in combination with one or more other reasonable alternatives if the Class EA Study that was underway at the time Regulation 697 /21 was issued. Each of these proposed alternative solutions would then be evaluated against the then approved Bradford Bypass 4 lane controlled access freeway. Because the Class EA Study was canceled by this regulation, the</p>	

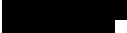
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						<p>only comparison AECOM have used throughout the Draft Impact Assessment Report is "Do Nothing". Given that the actual travel problem we are now faced with is local, rather than long distance traffic, we are confident one or more of the following reasonable alternatives would be dramatically preferable to the now 8 lane, Bradford Bypass.</p> <p>Alternatives to the Bradford Bypass:</p> <ul style="list-style-type: none"> a Construct a 4 lane arterial road bridge over the West Branch of the Holland River at the currently planned location for the Bradford Bypass bridge – together with paved 4 lane roadways to both Bathurst St. and a connection to Bradford's 8th Line. b Build a 4 lane arterial road bridge over the Holland River from Ravenshoe Road to connect with Simcoe Line 13 or another appropriate east – west arterial road on the west bank of the Holland River. c Extend and widen Green Lane to 6 lanes and create a diagonal transition from Green Lane to Hwy 9 and highway bridge intersection with Highway 9 around Dufferin St. The Green Lane / Highway 9 option will better serve and reduce both local and long distance traffic from Newmarket south to at least Aurora Sideroad. <p>Any one or a combination of these alternatives will address a substantial amount of local travel problems while being significantly less costly and environmentally invasive. Once again, what logic is being used to ignore these options given all of the rationale in favour of these other alternatives?</p> <p>The planning process that resulted in the 2002 approved Environmental Assessment (EA) for the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed during the Route Planning and EA Study as</p>	

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						<p>the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>The Bradford Bypass Project has been modelled based on current local, regional, and provincial projections and data. This addresses the problem of "lack of long-term planning" per the Bradford Bypass 2002 approved EA..</p> <p>The 2002 approved EA reviewed a broad area of analysis which included several corridors, including areas south of the current corridor, and Highway 89/Ravenshoe Road.</p> <p>The Bradford Corridor was selected as the preferred corridor over Highway 89/Ravenshoe Road as it was beyond the maximum north limit of 10th Line / Boag Road which was assessed in a previous EA study and was determined that a Management Area or river crossing north of this would entail unacceptable environmental impact, which lead to the withdrawal of the Highway 89 EA studies in 1986-87.</p> <p>The Bradford Corridor was selected as the preferred corridor over the southern alternatives as there was no south alternative that met the primary purpose of the study to reduce out-of-way travel. The south limit was established as Highway 88 and Queensville Sideroad.</p> <p>The original purpose of the Bradford Bypass per the 2002 Approved EA was to address the "east-west" long-distance travel demand crossover between Highway 400 and Highway 404 which is a provincial responsibility and distinct from the locally generated trips which use a municipal road to access the provincial network. As noted in the report, the overall network benefits from vehicle-hours of travel time savings and vehicle-kilometres of travel distance savings are observed during the 2041 AM peak hour and during the 2041 PM peak hour in the</p>	

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						<p>updated interchange locations. Local roads forecasted to exceed capacity by 2031 and 2041 under the No-Build scenarios see significant relief from traffic as a result of the diversion to the Bradford Bypass in the Build scenarios.</p> <p>While the Town of Bradford West Gwillimbury owns a closed road allowance east of Artesian Industrial Parkway for 8th Line to Holland River, Hochreiter Road itself is a private road. A connection at this location would not address the primary purpose of the Bradford Bypass to connect Highway 400 and Highway 404. The local benefit of this route is likely outweighed by the reduced congestion of Bridge Street created by the Bradford Bypass. A bridge across 8th Line would still require out-of-way travel, which this study is looking to reduce, to connect to provincial transportation facilities. Improvements would likely be required on Bathurst Street and Queensville Sideroad. Significant property impact (similar to the Bradford Bypass) would be required for a new corridor connection from 8th Line straight to Highway 404. For more information on the 2002 Approved EA, please see the enclosed linked: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>For more information on the assessment of alternative routes, please refer to the response to question #3.</p> <p>The Project Team will continue to carefully consider all impacts to wetland areas and will continue to work with Indigenous communities, 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 Bradford Bypass Project will continue to look at opportunities to minimize impacts to these wetlands through engineering refinements.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p>	

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

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CT-DraftEIAR-87	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR Comments	June 30, 2023	<p>I am writing today because I want to express my concern about the Bradford Bypass:</p> <ul style="list-style-type: none"> Removing Greenbelt lands including Provincially Significant Wetlands from the Holland Marsh as well as some of its specialty crop areas. In fact, almost 70% of the land within the study area for this highway is prime agricultural land (class 1-3). Potential habitat destruction for twelve species at risk including the Blanding's turtle without any commitment to protect these species, their habitat or even to reduce damage. A commitment to do a future study is not good enough. Destruction and damage to a significant Indigenous site, the Lower Landing. The report outlines how a portion of this site will be impacted by construction. Georgina Island has been on record since 1998 that they want this site completely protected. This site is more significant than 95% of existing Canadian heritage sites; therefore, this site must be protected in its entirety and First Nations must be properly engaged as per the United Nations Declaration on the Rights of Indigenous People. Impacts to Lake Simcoe which have not been studied at all despite its headwaters in the Holland Marsh Wetland complex will be the receiver of pollutants and salt thanks to the Bypass. Impacts to people's health particularly around air pollution and the contamination of wells and groundwater. Considering that traffic related air pollution is well known to be a contributor to many diseases including cancers, heart disease and respiratory disease, a cumulative health impact study is required. 	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>1. Removing Greenbelt lands including Provincially Significant Wetlands from the Holland Marsh as well as some of its specialty crop areas. In fact, almost 70% of the land within the study area for this highway is prime agricultural land (class 1-3).</p> <p>As part of the Preliminary Design, the Project Team considered all impacts and will continue to work with environmental agencies, municipalities, and other concerned stakeholders to identify measures to avoid or mitigate the potential impacts of placing new or expanded provincial highways within areas of the existing and enhanced Greenbelt lands.</p> <p>The Greenbelt Plan acknowledges the necessity of building infrastructure. The Plan allows for existing, expanded or new infrastructure in the Greenbelt if the infrastructure serves the significant population growth expected in southern Ontario.</p> <p>Potential impacts to agricultural lands as a result of the Project have been assessed with regards to the loss of agricultural land, loss of prime agricultural land, creation of severed parcels, and increased fragmentation of the land base on the designated agricultural lands. These potential impacts cannot be avoided. There are also potential impacts to adjacent agricultural lands and communities based on the proposed locations of the interchanges and by the proposed highway lighting.</p> <p>The first method of addressing potential impacts is to avoid the potential impact. In this study, the proposed future development of the Bradford Bypass lands will be a permanent use with portions of the Bradford Bypass being located within designated agricultural areas. As a result, there will be designated agricultural lands lost due to the project, which cannot be avoided.</p>	No

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					<ul style="list-style-type: none"> • Increase in greenhouse gas emissions without a cumulative impact assessment on regional climate. <p>I am requesting that you:</p> <ul style="list-style-type: none"> • Extend the consultation time past 30 days and give at least 120 days for the public, affected municipalities, Indigenous communities and Indigenous governments time to understand and respond to this lengthy report; • Mandate a cumulative health impact assessment that will outline specifically the public health costs of this highway due to air pollution, groundwater contamination and increased greenhouse gas emissions due to induced demand; • Detailed commitments on protection of species at risk and their habitat within the study area; • Commitment to do further field studies about the presence of American Eel and Northern Sunfish - two species that have Indigenous significance and have not been included in your reports; • Commitment to protect the Lower Landing in its entirety from any site alteration; • Detailed study about the impacts this highway will have on Lake Simcoe in particular how it could impact the fisheries as well as the harvesting rights of Indigenous people and their water quality. <p>Sincerely,</p> 	<p>When avoidance is not possible, the next priority is to minimize impacts to the extent feasible. The minimization of impacts may be achieved during the design process and through proactive planning measures that provide for the separation of land uses. The Updated Technically Preferred Route has taken into consideration the 2002 Approved Environmental Assessment by maintaining parts of the original alignment and employing similar techniques to minimize the corridor footprint and impact the fewest agricultural buildings, investment and agricultural operations, thereby minimizing the potential impacts to the agricultural land base, agricultural operations, and the agricultural system.</p> <p>When avoidance techniques and minimizing potential impact to agriculture have not achieved the desired effect the next priority is to mitigate any further impact. Potential mitigation measures may include:</p> <ul style="list-style-type: none"> - The use of salt management plans to reduce the amount of salt require for de-icing - The use of adequate fencing or berms and vegetated features between different land uses to reduce the potential for trespassing and potential vandalism - The use of plantings/vegetation as screens and buffers to reduce visual impacts and sounds - Implementation of surface and/ or groundwater monitoring in areas where agricultural operations make use of surface or groundwater as part of their normal farm practices - Construct or replace agricultural buildings to mitigate the loss of agricultural buildings - Provide new wells or other water access for any potential groundwater disruption <p>It should also be noted that there are opportunities for local agricultural operations with the future development of the Bradford Bypass lands. The future development of the Bradford Bypass lands will bring people closer to the agricultural areas and specialty crop areas, market garden, field vegetable areas which will result in increased potential for expanding sales of local vegetable crops from the farm markets.</p>	

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						<p>Additional details on impacts to agricultural lands and proposed mitigation measures and monitoring activities are included in Section 5.2.2 of the Updated Draft EIAR, available on the Project Website:</p> <p>https://www.bradfordbypass.ca/study-process/</p> <p>2. Potential habitat destruction for twelve species at risk including the Blanding's turtle without any commitment to protect these species, their habitat or even to reduce damage. A commitment to do a future study is not good enough.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIAR requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the Preliminary Design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIAR and include:</p>	

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						<ul style="list-style-type: none"> If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017). Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These proposed mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further information on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <p>3. Destruction and damage to a significant Indigenous site, the Lower Landing. The report outlines how a portion of this site will be impacted by construction. Georgina Island has been on record since 1998 that they want this site completely protected. This site is more significant than 95% of existing Canadian heritage sites; therefore, this site must be protected in its entirety and First Nations must be properly engaged as per the United Nations Declaration on the Rights of Indigenous People.</p>	

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						<p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details have been provided in the Updated Draft Environmental Impact Assessment Report.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAI.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>4. Impacts to Lake Simcoe which have not been studied at all despite its headwaters in the Holland Marsh Wetland complex will be the</p>	

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						<p>receiver of pollutants and salt thanks to the Bypass.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>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. The MTO Salt Management Plan outlines salt management operational practices and strategies and Best Management Practices (BMP) in terms of equipment, best practices, materials, storage, testing, storm response, application rules, snow and ice control trainings, snow removal and disposal, and technology review. This includes implementing a balanced approach to the highway salt application based on the amount of snow precipitation and highway conditions.</p> <p>In areas that are particularly sensitive, salt management measures may be necessary to mitigate environmental effects of road salt in accordance with the study objectives utilizing the Code of Practice for Environmental Management of Road Salts released by Environment Canada. The Code of Practice for Environmental Management of Road Salts can be viewed here: https://www.canada.ca/en/environment-climate-change/services/pollutants/road-salts/code-practice-environmental-management.html.</p> <p>In addition, snow removal and disposal will be utilized in accordance with the MECP Guidelines on Snow Disposal and De-icing Operations in Ontario. Further details on MECP's Guidelines on Snow Disposal and De-icing</p>	

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						<p>Operations in Ontario can be found here: https://www.ontario.ca/page/guidelines-snow-disposal-and-de-icing-operations-ontario#:~:text=Ministry%20Approval,if%20special%20circumstances&text=As%20a%20general%20rule%2C%20the.be%20approved%20for%20direct%20disposal.</p> <p>5. Impacts to people's health particularly around air pollution and the contamination of wells and groundwater. Considering that traffic related air pollution is well known to be a contributor to many diseases including cancers, heart disease and respiratory disease, a cumulative health impact study is required.</p> <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAR. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to</p>	

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						<p>redistribute traffic from local roads surrounding the proposed Bradford Bypass to the new corridor and greater freeway network. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads. The alleviation of traffic on local roads benefits the area including but not limited to Town of Bradford West Gwillimbury, community of Holland Landing, Town of East Gwillimbury, and northern King Township by alleviating congestion during peak hours.</p> <p>Recognizing the potential impacts to groundwater and private wells in the Study Area, the Project Team has completed and initial assessment of the groundwater and surficial soils within the Study Area and documented the findings in a Hydrogeological Data Report. In addition, a Water Well Survey was completed and included a review of available secondary should information as well as data from stakeholders in the Study Area regarding their existing water wells.</p> <p>Additional well surveys and a detailed assessment of potential groundwater interference will be completed during future phases of the project. A Construction Dewatering Plan will also be prepared to identify potential impacts to groundwater and measures to be implemented to avoid or mitigate the impacts. In addition, all groundwater taking must adhere to the municipal, regional, provincial and federal policies and any permits or approvals required for the Project will be obtained prior to construction.</p> <p>Impacts to groundwater and proposed mitigation measures and monitoring activities are also summarized in the Updated Draft EIAR (Section 5.1.4).</p> <p>6. Increase in greenhouse gas emissions without a cumulative impact assessment on regional climate.</p> <p>The Project Team has undertaken a Qualitative Climate Change Assessment to assess potential impacts and suggest mitigation options for consideration. The assessment was completed accordance with MECP's</p>	

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						<p>Climate Change Guide (Considering Climate Change in the Environmental Assessment Process, 2017), and considers the project's resilience or vulnerability of the undertaking to changing climatic conditions. Findings are summarized in Section 5.2.6 of the Draft EIA.</p> <p>7. Extend the consultation time past 30 days and give at least 120 days for the public, affected municipalities, Indigenous communities and Indigenous governments time to understand and respond to this lengthy report</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project move forward in an environmentally responsible way that is responsive to the needs and concerns of communities.</p> <p>In accordance with Ontario Regulation 697/21, an initial Draft EIA -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review from starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with the regulation, have recently been finalized and incorporated into an updated Draft EIA. This updated report was posted for an additional 30-day consultation period. The Updated Draft EIA posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project.</p> <p>The Updated EIA was made available on the Project website for an additional 30-day consultation period, from July 13, 2023 until August 14, 2023. The updated draft EIA posting includes the information from the initial draft to ensure stakeholders can review additional information in</p>	

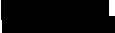
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						<p>full context of the project. As the initial Draft EIAI and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>8. Mandate a cumulative health impact assessment that will outline specifically the public health costs of this highway due to air pollution, groundwater contamination and increased greenhouse gas emissions due to induced demand</p> <p>As noted in the response to Question #5, the human health implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIAI and the Project Team will continue to evaluate and characterize project-related air quality impacts to health and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts.</p> <p>9. Detailed commitments on protection of species at risk and their habitat within the study area</p> <p>As noted above in the response to Question #2, details on Species at Risk and proposed mitigation measures and monitoring commitments are documented in Section 5.1.1 of the Updated Draft EIAI.</p> <p>10. Commitment to do further field studies about the presence of American Eel and Northern Sunfish - two species that have Indigenous significance and have not been included in your reports</p> <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p>	

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						<p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAR.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>11. Commitment to protect the Lower Landing in its entirety from any site alteration</p> <p>In accordance with the Ministry's cultural heritage conservation process and the Ministry's obligations under the Standards and Guidelines for Conservation of Provincial Heritage Properties, 2010 (S&Gs) issued under section 25.2 of the Ontario Heritage Act (OHA) the Ministry has completed a Cultural Heritage Resource Assessment Report (CHRAR) to identify known and potential built heritage resources and cultural heritage landscapes within the Study Area, assess potential impacts and project alternatives and recommend mitigations and next steps. The cultural heritage resource assessment has informed the analysis of environmental conditions undertaken for</p>	

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						<p>this project and recorded in the Environmental Conditions Report and the Environmental Impact Assessment Report.</p> <p>The assessment has identified the Holland River watershed as having potential cultural heritage value or interest (CHVI). As recommended in the Environmental Impact Assessment Report (EIAR) and the CHRAR, a cultural heritage evaluation is being undertaken to determine CHVI for the property. This includes research and evaluation to determine if the property meets criteria in Ontario Regulation 9/06 and/or Ontario Regulation 10/06 of the Ontario Heritage Act to be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance. Research includes, but is not limited to, review of heritage property databases, field review, archives, museums, planning offices and other facilities, archaeological reports, other relevant reports or studies, information from community engagement including input from Indigenous communities, oral histories etc. to provide the historic context of the property including the history of Indigenous communities and post-contact communities.</p> <p>For properties, including the Holland River Watershed, that are determined by the Ministry to meet the criteria in O. Reg. 9/06 or O. Reg. 10/06 of the Ontario Heritage Act and that may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment (HIA) will be prepared to fully assess impacts and propose alternatives and mitigation to conserve the property's CHVI. In accordance with F.5 of the S&Gs, and as committed in Section 5.3.2.2 of the EIAR, if the Ministry determines that a property, including the Holland River Watershed, is a provincial heritage property of provincial significance, the Ministry must obtain the consent of the Minister of Citizenship and Multiculturalism before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. The Minister of Citizenship and Multiculturalism may not grant consent or may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered by the Ministry, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent,</p>	

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						<p>may require that such reasonable steps as the Minister may specify be taken to minimize or mitigate adverse effects on the property resulting from the removal, demolition or the transfer of the property.</p> <p>12. Detailed study about the impacts this highway will have on Lake Simcoe in particular how it could impact the fisheries as well as the harvesting rights of Indigenous people and their water quality.</p> <p>The Ministry has been and will continue to consult with Indigenous communities regarding potential impacts to their Aboriginal and Treaty Rights.</p> <p>The project has been assessed in accordance with the Interim Environmental Guide for Fisheries and the Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings. Following the completion of the impact assessment, it was determined that many of the potential negative effects of the proposed works could be avoided or mitigated at many locations. However, due to the number and size of some of the required new crossings it is anticipated that not all negative effects could be avoided or mitigated entirely. At this time, it is assumed that a Request for Review will need to be submitted to Fisheries and Oceans Canada during Detail Design prior to construction.</p> <p>For more information on impacts to Lake Simcoe, please refer to the response to Question 4.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-88	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 30, 2023	<p>I am writing today because I want to express my concern about the Bradford Bypass:</p> <ul style="list-style-type: none"> Removing Greenbelt lands including Provincially Significant Wetlands from the Holland Marsh as well as some of its specialty crop areas. In fact, almost 70% of the land within the study area for this highway is prime agricultural land (class 1-3). Potential habitat destruction for twelve species at risk including the Blanding's turtle without any commitment to protect these species, their habitat or even to reduce damage. A commitment to do a future study is not good enough. Destruction and damage to a significant Indigenous site, the Lower Landing. The report outlines how a portion of this site will be impacted by construction. Georgina Island has been on record since 1998 that they want this site completely protected. This site is more significant than 95% of existing Canadian heritage sites; therefore, this site must be protected in its entirety and First Nations must be properly engaged as per the United Nations Declaration on the Rights of Indigenous People. Impacts to Lake Simcoe which have not been studied at all despite its headwaters in the Holland Marsh Wetland complex will be the receiver of pollutants and salt thanks to the Bypass. Impacts to people's health particularly around air pollution and the contamination of wells and groundwater. Considering that traffic related air pollution is well known to be a contributor to many diseases including cancers, heart disease and respiratory disease, a cumulative health impact study is required. 	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>1. Removing Greenbelt lands including Provincially Significant Wetlands from the Holland Marsh as well as some of its specialty crop areas. In fact, almost 70% of the land within the study area for this highway is prime agricultural land (class 1-3).</p> <p>As part of the Preliminary Design, the Project Team considered all impacts and will continue to work with environmental agencies, municipalities, and other concerned stakeholders to identify measures to avoid or mitigate the potential impacts of placing new or expanded provincial highways within areas of the existing and enhanced Greenbelt lands.</p> <p>The Greenbelt Plan acknowledges the necessity of building infrastructure. The Plan allows for existing, expanded or new infrastructure in the Greenbelt if the infrastructure serves the significant population growth expected in southern Ontario.</p> <p>Potential impacts to agricultural lands as a result of the Project have been assessed with regards to the loss of agricultural land, loss of prime agricultural land, creation of severed parcels, and increased fragmentation of the land base on the designated agricultural lands. These potential impacts cannot be avoided. There are also potential impacts to adjacent agricultural lands and communities based on the proposed locations of the interchanges and by the proposed highway lighting.</p> <p>The first method of addressing potential impacts is to avoid the potential impact. In this study, the proposed future development of the Bradford Bypass lands will be a permanent use with portions of the Bradford Bypass being located within designated agricultural areas. As a result, there will be designated agricultural lands lost due to the project, which cannot be avoided.</p>	No.

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					<ul style="list-style-type: none"> Increase in greenhouse gas emissions without a cumulative impact assessment on regional climate. <p>I am requesting that you:</p> <ul style="list-style-type: none"> Extend the consultation time past 30 days and give at least 120 days for the public, affected municipalities, Indigenous communities and Indigenous governments time to understand and respond to this lengthy report; Mandate a cumulative health impact assessment that will outline specifically the public health costs of this highway due to air pollution, groundwater contamination and increased greenhouse gas emissions due to induced demand; Detailed commitments on protection of species at risk and their habitat within the study area; Commitment to do further field studies about the presence of American Eel and Northern Sunfish - two species that have Indigenous significance and have not been included in your reports; Commitment to protect the Lower Landing in its entirety from any site alteration; Detailed study about the impacts this highway will have on Lake Simcoe in particular how it could impact the fisheries as well as the harvesting rights of Indigenous people and their water quality. <p>Sincerely, </p>	<p>When avoidance is not possible, the next priority is to minimize impacts to the extent feasible. The minimization of impacts may be achieved during the design process and through proactive planning measures that provide for the separation of land uses. The Updated Technically Preferred Route has taken into consideration the 2002 Approved Environmental Assessment by maintaining parts of the original alignment and employing similar techniques to minimize the corridor footprint and impact the fewest agricultural buildings, investment and agricultural operations, thereby minimizing the potential impacts to the agricultural land base, agricultural operations, and the agricultural system.</p> <p>When avoidance techniques and minimizing potential impact to agriculture have not achieved the desired effect the next priority is to mitigate any further impact. Potential mitigation measures may include:</p> <ul style="list-style-type: none"> The use of salt management plans to reduce the amount of salt require for de-icing The use of adequate fencing or berms and vegetated features between different land uses to reduce the potential for trespassing and potential vandalism The use of plantings/vegetation as screens and buffers to reduce visual impacts and sounds Implementation of surface and/ or groundwater monitoring in areas where agricultural operations make use of surface or groundwater as part of their normal farm practices Construct or replace agricultural buildings to mitigate the loss of agricultural buildings Provide new wells or other water access for any potential groundwater disruption <p>It should also be noted that there are opportunities for local agricultural operations with the future development of the Bradford Bypass lands. The future development of the Bradford Bypass lands will bring people closer to the agricultural areas and specialty crop areas, market garden, field vegetable areas which will result in increased potential for expanding sales of local vegetable crops from the farm markets.</p>	

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						<p>Additional details on impacts to agricultural lands and proposed mitigation measures and monitoring activities are included in Section 5.2.2 of the Updated Draft EIA, available on the Project Website:</p> <p>https://www.bradfordbypass.ca/study-process/</p> <p>2. Potential habitat destruction for twelve species at risk including the Blanding's turtle without any commitment to protect these species, their habitat or even to reduce damage. A commitment to do a future study is not good enough.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIA requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the Preliminary Design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIA and include:</p>	

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						<ul style="list-style-type: none"> • If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. • It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017). • Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These proposed mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further information on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <p>3. Destruction and damage to a significant Indigenous site, the Lower Landing. The report outlines how a portion of this site will be impacted by construction. Georgina Island has been on record since 1998 that they want this site completely protected. This site is more significant than 95% of existing Canadian heritage sites; therefore, this site must be protected in its entirety and First Nations must be properly engaged as per the United Nations Declaration on the Rights of Indigenous People.</p>	

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						<p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details have been provided in the Updated Draft Environmental Impact Assessment Report.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAR.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>4. Impacts to Lake Simcoe which have not been studied at all despite its headwaters in the Holland Marsh Wetland complex will be the</p>	

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						<p>receiver of pollutants and salt thanks to the Bypass.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>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. The MTO Salt Management Plan outlines salt management operational practices and strategies and Best Management Practices (BMP) in terms of equipment, best practices, materials, storage, testing, storm response, application rules, snow and ice control trainings, snow removal and disposal, and technology review. This includes implementing a balanced approach to the highway salt application based on the amount of snow precipitation and highway conditions.</p> <p>In areas that are particularly sensitive, salt management measures may be necessary to mitigate environmental effects of road salt in accordance with the study objectives utilizing the Code of Practice for Environmental Management of Road Salts released by Environment Canada. The Code of Practice for Environmental Management of Road Salts can be viewed here: https://www.canada.ca/en/environment-climate-change/services/pollutants/road-salts/code-practice-environmental-management.html.</p> <p>In addition, snow removal and disposal will be utilized in accordance with the MECP Guidelines on Snow Disposal and De-icing Operations in Ontario. Further details on MECP's Guidelines on Snow Disposal and De-icing</p>	

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						<p>Operations in Ontario can be found here: https://www.ontario.ca/page/guidelines-snow-disposal-and-de-icing-operations-ontario#:~:text=Ministry%20Approval,if%20special%20circumstances&text=As%20a%20general%20rule%2C%20the.be%20approved%20for%20direct%20disposal.</p> <p>5. Impacts to people's health particularly around air pollution and the contamination of wells and groundwater. Considering that traffic related air pollution is well known to be a contributor to many diseases including cancers, heart disease and respiratory disease, a cumulative health impact study is required.</p> <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAR. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to</p>	

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						<p>redistribute traffic from local roads surrounding the proposed Bradford Bypass to the new corridor and greater freeway network. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads. The alleviation of traffic on local roads benefits the area including but not limited to Town of Bradford West Gwillimbury, community of Holland Landing, Town of East Gwillimbury, and northern King Township by alleviating congestion during peak hours.</p> <p>Recognizing the potential impacts to groundwater and private wells in the Study Area, the Project Team has completed and initial assessment of the groundwater and surficial soils within the Study Area and documented the findings in a Hydrogeological Data Report. In addition, a Water Well Survey was completed and included a review of available secondary should information as well as data from stakeholders in the Study Area regarding their existing water wells.</p> <p>Additional well surveys and a detailed assessment of potential groundwater interference will be completed during future phases of the project. A Construction Dewatering Plan will also be prepared to identify potential impacts to groundwater and measures to be implemented to avoid or mitigate the impacts. In addition, all groundwater taking must adhere to the municipal, regional, provincial and federal policies and any permits or approvals required for the Project will be obtained prior to construction.</p> <p>Impacts to groundwater and proposed mitigation measures and monitoring activities are also summarized in the Updated Draft EIAR (Section 5.1.4).</p> <p>6. Increase in greenhouse gas emissions without a cumulative impact assessment on regional climate.</p> <p>The Project Team has undertaken a Qualitative Climate Change Assessment to assess potential impacts and suggest mitigation options for consideration. The assessment was completed accordance with MECP's</p>	

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						<p>Climate Change Guide (Considering Climate Change in the Environmental Assessment Process, 2017), and considers the project's resilience or vulnerability of the undertaking to changing climatic conditions. Findings are summarized in Section 5.2.6 of the Draft EIA.</p> <p>7. Extend the consultation time past 30 days and give at least 120 days for the public, affected municipalities, Indigenous communities and Indigenous governments time to understand and respond to this lengthy report</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project move forward in an environmentally responsible way that is responsive to the needs and concerns of communities.</p> <p>In accordance with Ontario Regulation 697/21, an initial Draft EIA -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review from starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with the regulation, have recently been finalized and incorporated into an updated Draft EIA. This updated report was posted for an additional 30-day consultation period. The Updated Draft EIA posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project.</p> <p>The Updated EIA was made available on the Project website for an additional 30-day consultation period, from July 13, 2023 until August 14, 2023. The updated draft EIA posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIA and the Updated Draft were available for public review for a total of</p>	


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						<p>60 days, an extension of the public review period is not being considered at this time.</p> <p>8. Mandate a cumulative health impact assessment that will outline specifically the public health costs of this highway due to air pollution, groundwater contamination and increased greenhouse gas emissions due to induced demand</p> <p>As noted in the response to Question #5, the human health implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIAI and the Project Team will continue to evaluate and characterize project-related air quality impacts to health and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts.</p> <p>9. Detailed commitments on protection of species at risk and their habitat within the study area</p> <p>As noted above in the response to Question #2, details on Species at Risk and proposed mitigation measures and monitoring commitments are documented in Section 5.1.1 of the Updated Draft EIAI.</p> <p>10. Commitment to do further field studies about the presence of American Eel and Northern Sunfish - two species that have Indigenous significance and have not been included in your reports</p> <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of</p>	

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						<p>Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAR.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>11. Commitment to protect the Lower Landing in its entirety from any site alteration</p> <p>In accordance with the Ministry's cultural heritage conservation process and the Ministry's obligations under the Standards and Guidelines for Conservation of Provincial Heritage Properties, 2010 (S&Gs) issued under section 25.2 of the Ontario Heritage Act (OHA) the Ministry has completed a Cultural Heritage Resource Assessment Report (CHRAR) to identify known and potential built heritage resources and cultural heritage landscapes within the Study Area, assess potential impacts and project alternatives and recommend mitigations and next steps. The cultural heritage resource assessment has informed the analysis of environmental conditions undertaken for this project and recorded in the Environmental Conditions Report and the Environmental Impact Assessment Report.</p>	

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						<p>The assessment has identified the Holland River watershed as having potential cultural heritage value or Interest (CHVI). As recommended in the Environmental Impact Assessment Report (EIAR) and the CHRAR, a cultural heritage evaluation is being undertaken to determine CHVI for the property. This includes research and evaluation to determine if the property meets criteria in Ontario Regulation 9/06 and/or Ontario Regulation 10/06 of the Ontario Heritage Act to be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance. Research includes, but is not limited to, review of heritage property databases, field review, archives, museums, planning offices and other facilities, archaeological reports, other relevant reports or studies, information from community engagement including input from Indigenous communities, oral histories etc. to provide the historic context of the property including the history of Indigenous communities and post-contact communities.</p> <p>For properties, including the Holland River Watershed, that are determined by the Ministry to meet the criteria in O. Reg. 9/06 or O. Reg. 10/06 of the Ontario Heritage Act and that may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment (HIA) will be prepared to fully assess impacts and propose alternatives and mitigation to conserve the property's CHVI. In accordance with F.5 of the S&Gs, and as committed in Section 5.3.2.2 of the EIAR, if the Ministry determines that a property, including the Holland River Watershed, is a provincial heritage property of provincial significance, the Ministry must obtain the consent of the Minister of Citizenship and Multiculturalism before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. The Minister of Citizenship and Multiculturalism may not grant consent or may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered by the Ministry, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigate adverse</p>	

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						<p>effects on the property resulting from the removal, demolition or the transfer of the property.</p> <p>12. Detailed study about the impacts this highway will have on Lake Simcoe in particular how it could impact the fisheries as well as the harvesting rights of Indigenous people and their water quality.</p> <p>The Ministry has been and will continue to consult with Indigenous communities regarding potential impacts to their Aboriginal and Treaty Rights.</p> <p>The project has been assessed in accordance with the Interim Environmental Guide for Fisheries and the Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings. Following the completion of the impact assessment, it was determined that many of the potential negative effects of the proposed works could be avoided or mitigated at many locations. However, due to the number and size of some of the required new crossings it is anticipated that not all negative effects could be avoided or mitigated entirely. At this time, it is assumed that a Request for Review will need to be submitted to Fisheries and Oceans Canada during Detail Design/ prior to construction.</p> <p>For more information on impacts to Lake Simcoe, please refer to the response to Question 4.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-89	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 30, 2023	<p>I am writing today because I want to express my concern about the Bradford Bypass:</p> <ul style="list-style-type: none"> Removing Greenbelt lands including Provincially Significant Wetlands from the Holland Marsh as well as some of its specialty crop areas. In fact, almost 70% of the land within the study area for this highway is prime agricultural land (class 1-3). Potential habitat destruction for twelve species at risk including the Blanding's turtle without any commitment to protect these species, their habitat or even to reduce damage. A commitment to do a future study is not good enough. Destruction and damage to a significant Indigenous site, the Lower Landing. The report outlines how a portion of this site will be impacted by construction. Georgina Island has been on record since 1998 that they want this site completely protected. This site is more significant than 95% of existing Canadian heritage sites; therefore, this site must be protected in its entirety and First Nations must be properly engaged as per the United Nations Declaration on the Rights of Indigenous People. Impacts to Lake Simcoe which have not been studied at all despite its headwaters in the Holland Marsh Wetland complex will be the receiver of pollutants and salt thanks to the Bypass. Impacts to people's health particularly around air pollution and the contamination of wells and groundwater. Considering that traffic related air pollution is well known to be a contributor to many diseases including cancers, heart disease and respiratory disease, a cumulative health impact study is required. 	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>1. Removing Greenbelt lands including Provincially Significant Wetlands from the Holland Marsh as well as some of its specialty crop areas. In fact, almost 70% of the land within the study area for this highway is prime agricultural land (class 1-3).</p> <p>As part of the Preliminary Design, the Project Team considered all impacts and will continue to work with environmental agencies, municipalities, and other concerned stakeholders to identify measures to avoid or mitigate the potential impacts of placing new or expanded provincial highways within areas of the existing and enhanced Greenbelt lands.</p> <p>The Greenbelt Plan acknowledges the necessity of building infrastructure. The Plan allows for existing, expanded or new infrastructure in the Greenbelt if the infrastructure serves the significant population growth expected in southern Ontario.</p> <p>Potential impacts to agricultural lands as a result of the Project have been assessed with regards to the loss of agricultural land, loss of prime agricultural land, creation of severed parcels, and increased fragmentation of the land base on the designated agricultural lands. These potential impacts cannot be avoided. There are also potential impacts to adjacent agricultural lands and communities based on the proposed locations of the interchanges and by the proposed highway lighting.</p> <p>The first method of addressing potential impacts is to avoid the potential impact. In this study, the proposed future development of the Bradford Bypass lands will be a permanent use with portions of the Bradford Bypass being located within designated agricultural areas. As a result, there will be designated agricultural lands lost due to the project, which cannot be avoided.</p>	No.

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					<ul style="list-style-type: none"> Increase in greenhouse gas emissions without a cumulative impact assessment on regional climate. <p>I am requesting that you:</p> <ul style="list-style-type: none"> Extend the consultation time past 30 days and give at least 120 days for the public, affected municipalities, Indigenous communities and Indigenous governments time to understand and respond to this lengthy report; Mandate a cumulative health impact assessment that will outline specifically the public health costs of this highway due to air pollution, groundwater contamination and increased greenhouse gas emissions due to induced demand; Detailed commitments on protection of species at risk and their habitat within the study area; Commitment to do further field studies about the presence of American Eel and Northern Sunfish - two species that have Indigenous significance and have not been included in your reports; Commitment to protect the Lower Landing in its entirety from any site alteration; Detailed study about the impacts this highway will have on Lake Simcoe in particular how it could impact the fisheries as well as the harvesting rights of Indigenous people and their water quality. <p>Sincerely,</p> <p></p>	<p>When avoidance is not possible, the next priority is to minimize impacts to the extent feasible. The minimization of impacts may be achieved during the design process and through proactive planning measures that provide for the separation of land uses. The Updated Technically Preferred Route has taken into consideration the 2002 Approved Environmental Assessment by maintaining parts of the original alignment and employing similar techniques to minimize the corridor footprint and impact the fewest agricultural buildings, investment and agricultural operations, thereby minimizing the potential impacts to the agricultural land base, agricultural operations, and the agricultural system.</p> <p>When avoidance techniques and minimizing potential impact to agriculture have not achieved the desired effect the next priority is to mitigate any further impact. Potential mitigation measures may include:</p> <ul style="list-style-type: none"> The use of salt management plans to reduce the amount of salt require for de-icing The use of adequate fencing or berms and vegetated features between different land uses to reduce the potential for trespassing and potential vandalism The use of plantings/vegetation as screens and buffers to reduce visual impacts and sounds Implementation of surface and/ or groundwater monitoring in areas where agricultural operations make use of surface or groundwater as part of their normal farm practices Construct or replace agricultural buildings to mitigate the loss of agricultural buildings Provide new wells or other water access for any potential groundwater disruption <p>It should also be noted that there are opportunities for local agricultural operations with the future development of the Bradford Bypass lands. The future development of the Bradford Bypass lands will bring people closer to the agricultural areas and specialty crop areas, market garden, field vegetable areas which will result in increased potential for expanding sales of local vegetable crops from the farm markets.</p>	

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						<p>Additional details on impacts to agricultural lands and proposed mitigation measures and monitoring activities are included in Section 5.2.2 of the Updated Draft EIA, available on the Project Website:</p> <p>https://www.bradfordbypass.ca/study-process/</p> <p>2. Potential habitat destruction for twelve species at risk including the Blanding's turtle without any commitment to protect these species, their habitat or even to reduce damage. A commitment to do a future study is not good enough.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIA requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the Preliminary Design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIA and include:</p>	

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						<ul style="list-style-type: none"> • If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. • It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017). • Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These proposed mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further information on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <p>3. Destruction and damage to a significant Indigenous site, the Lower Landing. The report outlines how a portion of this site will be impacted by construction. Georgina Island has been on record since 1998 that they want this site completely protected. This site is more significant than 95% of existing Canadian heritage sites; therefore, this site must be protected in its entirety and First Nations must be properly engaged as per the United Nations Declaration on the Rights of Indigenous People.</p>	

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						<p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details have been provided in the Updated Draft Environmental Impact Assessment Report.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAI.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>4. Impacts to Lake Simcoe which have not been studied at all despite its headwaters in the Holland Marsh Wetland complex will be the</p>	

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						<p>receiver of pollutants and salt thanks to the Bypass.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>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. The MTO Salt Management Plan outlines salt management operational practices and strategies and Best Management Practices (BMP) in terms of equipment, best practices, materials, storage, testing, storm response, application rules, snow and ice control trainings, snow removal and disposal, and technology review. This includes implementing a balanced approach to the highway salt application based on the amount of snow precipitation and highway conditions.</p> <p>In areas that are particularly sensitive, salt management measures may be necessary to mitigate environmental effects of road salt in accordance with the study objectives utilizing the Code of Practice for Environmental Management of Road Salts released by Environment Canada. The Code of Practice for Environmental Management of Road Salts can be viewed here: https://www.canada.ca/en/environment-climate-change/services/pollutants/road-salts/code-practice-environmental-management.html.</p> <p>In addition, snow removal and disposal will be utilized in accordance with the MECP Guidelines on Snow Disposal and De-icing Operations in Ontario. Further details on MECP's Guidelines on Snow Disposal and De-icing</p>	

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						<p>Operations in Ontario can be found here: https://www.ontario.ca/page/guidelines-snow-disposal-and-de-icing-operations-ontario#:~:text=Ministry%20Approval-If%20special%20circumstances&text=As%20a%20general%20rule%2C%20the.be%20approved%20for%20direct%20disposal.</p> <p>5. Impacts to people's health particularly around air pollution and the contamination of wells and groundwater. Considering that traffic related air pollution is well known to be a contributor to many diseases including cancers, heart disease and respiratory disease, a cumulative health impact study is required.</p> <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAR. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to</p>	

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						<p>redistribute traffic from local roads surrounding the proposed Bradford Bypass to the new corridor and greater freeway network. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads. The alleviation of traffic on local roads benefits the area including but not limited to Town of Bradford West Gwillimbury, community of Holland Landing, Town of East Gwillimbury, and northern King Township by alleviating congestion during peak hours.</p> <p>Recognizing the potential impacts to groundwater and private wells in the Study Area, the Project Team has completed and initial assessment of the groundwater and surficial soils within the Study Area and documented the findings in a Hydrogeological Data Report. In addition, a Water Well Survey was completed and included a review of available secondary should information as well as data from stakeholders in the Study Area regarding their existing water wells.</p> <p>Additional well surveys and a detailed assessment of potential groundwater interference will be completed during future phases of the project. A Construction Dewatering Plan will also be prepared to identify potential impacts to groundwater and measures to be implemented to avoid or mitigate the impacts. In addition, all groundwater taking must adhere to the municipal, regional, provincial and federal policies and any permits or approvals required for the Project will be obtained prior to construction.</p> <p>Impacts to groundwater and proposed mitigation measures and monitoring activities are also summarized in the Updated Draft EIAR (Section 5.1.4).</p> <p>6. Increase in greenhouse gas emissions without a cumulative impact assessment on regional climate.</p> <p>The Project Team has undertaken a Qualitative Climate Change Assessment to assess potential impacts and suggest mitigation options for consideration. The assessment was completed accordance with MECP's</p>	

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						<p>Climate Change Guide (Considering Climate Change in the Environmental Assessment Process, 2017), and considers the project's resilience or vulnerability of the undertaking to changing climatic conditions. Findings are summarized in Section 5.2.6 of the Draft EIAR.</p> <p>7. Extend the consultation time past 30 days and give at least 120 days for the public, affected municipalities, Indigenous communities and Indigenous governments time to understand and respond to this lengthy report</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project move forward in an environmentally responsible way that is responsive to the needs and concerns of communities.</p> <p>In accordance with Ontario Regulation 697/21, an initial Draft EIAR -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review from starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with the regulation, have recently been finalized and incorporated into an updated Draft EIAR. This updated report was posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project.</p> <p>The Updated EIAR was made available on the Project website for an additional 30-day consultation period, from July 13, 2023 until August 14, 2023. The updated draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIAR and the</p>	

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						<p>Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>8. Mandate a cumulative health impact assessment that will outline specifically the public health costs of this highway due to air pollution, groundwater contamination and increased greenhouse gas emissions due to induced demand</p> <p>As noted in the response to Question #5, the human health implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIA and the Project Team will continue to evaluate and characterize project-related air quality impacts to health and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts.</p> <p>9. Detailed commitments on protection of species at risk and their habitat within the study area</p> <p>As noted above in the response to Question #2, details on Species at Risk and proposed mitigation measures and monitoring commitments are documented in Section 5.1.1 of the Updated Draft EIA.</p> <p>10. Commitment to do further field studies about the presence of American Eel and Northern Sunfish - two species that have Indigenous significance and have not been included in your reports</p> <p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in</p>	


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						<p>March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIA.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>11. Commitment to protect the Lower Landing in its entirety from any site alteration</p> <p>In accordance with the Ministry's cultural heritage conservation process and the Ministry's obligations under the Standards and Guidelines for Conservation of Provincial Heritage Properties, 2010 (S&Gs) issued under section 25.2 of the Ontario Heritage Act (OHA) the Ministry has completed a Cultural Heritage Resource Assessment Report (CHRAR) to identify known and potential built heritage resources and cultural heritage landscapes within the Study Area, assess potential impacts and project alternatives and recommend mitigations and next steps. The cultural heritage resource assessment has informed the analysis of environmental conditions undertaken for this project and recorded in the Environmental Conditions Report and the Environmental Impact Assessment Report.</p>	

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						<p>The assessment has identified the Holland River watershed as having potential cultural heritage value or interest (CHVI). As recommended in the Environmental Impact Assessment Report (EIAR) and the CHRAR, a cultural heritage evaluation is being undertaken to determine CHVI for the property. This includes research and evaluation to determine if the property meets criteria in Ontario Regulation 9/06 and/or Ontario Regulation 10/06 of the Ontario Heritage Act to be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance. Research includes, but is not limited to, review of heritage property databases, field review, archives, museums, planning offices and other facilities, archaeological reports, other relevant reports or studies, information from community engagement including input from Indigenous communities, oral histories etc. to provide the historic context of the property including the history of Indigenous communities and post-contact communities.</p> <p>For properties, including the Holland River Watershed, that are determined by the Ministry to meet the criteria in O. Reg. 9/06 or O. Reg. 10/06 of the Ontario Heritage Act and that may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment (HIA) will be prepared to fully assess impacts and propose alternatives and mitigation to conserve the property's CHVI. In accordance with F.5 of the S&Gs, and as committed in Section 5.3.2.2 of the EIAR, if the Ministry determines that a property, including the Holland River Watershed, is a provincial heritage property of provincial significance, the Ministry must obtain the consent of the Minister of Citizenship and Multiculturalism before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. The Minister of Citizenship and Multiculturalism may not grant consent or may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered by the Ministry, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigate adverse</p>	

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						<p>effects on the property resulting from the removal, demolition or the transfer of the property.</p> <p>12. Detailed study about the impacts this highway will have on Lake Simcoe in particular how it could impact the fisheries as well as the harvesting rights of Indigenous people and their water quality.</p> <p>The Ministry has been and will continue to consult with Indigenous communities regarding potential impacts to their Aboriginal and Treaty Rights.</p> <p>The project has been assessed in accordance with the Interim Environmental Guide for Fisheries and the Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings. Following the completion of the impact assessment, it was determined that many of the potential negative effects of the proposed works could be avoided or mitigated at many locations. However, due to the number and size of some of the required new crossings it is anticipated that not all negative effects could be avoided or mitigated entirely. At this time, it is assumed that a Request for Review will need to be submitted to Fisheries and Oceans Canada during Detail Design/ prior to construction.</p> <p>For more information on impacts to Lake Simcoe, please refer to the response to Question 4.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftEIAR-90	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	June 30, 2023	<p>Good evening,</p> <p>I have been following this Project since inception having lived in Bradford for 17 years (2005-2022); now living in Barrie, ON since 2022. I travel 3-4 days a week, sometimes weekends, between Barrie, Bradford and Newmarket for business meetings and appointments.</p> <p>My travel is well within the early morning (8-9am and evening 4-6pm) time frame and I am well aware of the heavy but 99% free-flowing traffic at these hours. Having a Bradford-Bypass just N of Bradford and S of Innisfil, in my opinion and frankly that of my business associates and clients will not alleviate the steady flow off HWY 400 N/S by shifting off traffic onto a Bypass.</p> <p>The supposed traffic "issues" the Town of Bradford currently has is mainly due to locally managed routes and perhaps lack of enforcement to redirect <u>very large and heavy trucking</u> OFF the main street: Holland St. This is a Municipal issue and the Town needs to manage this NOT the Provincial or Federal government. The Town Council apparently is in favour of the Bypass as they feel this will alleviate the current and future congestion of traffic in the early hours and evening hours. This is a short-sighted view. In my observations through my travels I find the biggest headache is the very large and heavy vehicles that take up road-space, slowly moving through intersections and in turning corners due to on-coming traffic. Secondly, the short-sightedness which local businesses <u>will suffer</u> from the current flux of morning/evening shoppers (coffee, gas, services and grocery) because the Bypass will move traffic N to a 16.3Km Bypass of highway-bridges. The economic retail loss will be substantial not to mention the small-medium financial transactions that take place-daily.</p>	<i>Response drafted in CT-DraftUEIAR-53</i>	No

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					<p>The Bradford Bypass is a bad, bad idea from environmental, ecological, financial (4 BILLION?) and socialization points of view. I'm not against proper transportation planning but this particular Plan is in the wrong place. I believe it will, if not now over time (10 years to build) cause more ill reputable environmental harm, air pollution, increased traffic congestion as "feeder" lanes into the 404/400 HWY roads. Thus compounding the problems we face now.</p> <p>After hearing the historical time-line involving multiple suggestions, studies and some actual preliminary plans drawn up back in the 1980-1990's; I could only see how bad, ill-conceived and in some cases proposals that would do irreparable damage if they were implemented at that time. One Project I did see seemed to be a <u>more logical and viable</u> proposal for a route through Ravenshoe just under the Lake Simcoe shoreline connecting over at HWY 404. I feel this should be re-visited.</p> <p>The current Bypass proposed site is cutting through some of the best, most beautifully managed farmland that has taken decades and likely a few generations of families to clear, cultivate and produce consumer products for the Province and perhaps for export outside of Ontario. This truly is a destructive waste of prime agricultural land.</p> <p>There are alternatives which I believe should be N of Innisfil. The most recent upgrade of infrastructure on HWY 89 (E/W) is exceptional and to be commended for planning this. Perhaps a more northerly "off-shoot" should be a consideration? The bulk of traffic I see, daily and weekends (holidays especially) needs to branch off E/W above Innisfil as there is considerable volume coming into and out of the City of Barrie!</p> <p>I'm sure the most recent preliminary building Projects by AECOM for road/bridge building was</p>		


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					<p>a necessary precursor to the larger Project but I believe these Projects do have value regardless if the Bypass goes or doesn't. We in Ontario / Canada build, I believe, the BEST highways-bridges and supporting infrastructure in North America. It (building) creates jobs, industries, commerce and is a positive influence to the people of Ontario - tax dollars well spent with the <i>exception</i> at this point of the proposed 4-BILLION for the Bradford Bypass!</p> <p>I have attached two letters that I'm in agreement with that are proposed by FROGS, Simcoe County Greenbelt Coalition and the Rescue Lake Simcoe Coalition. I have addressed this Email to several parties that I wish to voice my opinion and objection to this Bypass.</p> <p>I trust you will consider my view and register it as a valid objection. Please re-think the entire concept of alleviating future traffic concerns and build a sustainable, environmentally pro-active transportation corridor between HWY 400 and HWY 404.</p> <p>It <i>can be</i> done; but not as a Bradford Bypass.</p> <p>Sincerely,</p> 		


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CT-DraftEIAR-91	To: Project Team From: [REDACTED]	Email: [REDACTED]	Interchange	July 3, 2023	<p>Dear Designers (and Caroline Mulroney)</p> <p>I have studied the proposed plan for the Bradford Bypass and have a single complaint. You show a "partial interchange" at Leslie St. WHY?????</p> <p>For years I have been trying to get someone to listen to me about the idiocy of the "partial interchange" at 404 and Mullock but nobody seems to want to hear it. This has been a thorn-in-the-side of many, especially those who use southbound and intend head west but also the reverse, for several years now. The rationale that was used when the 404 only went as far as Davis Dr. no longer exists. The same thing is going to happen on the Bypass. Many people, northbound on 404, who want to head up Leslie St. using the Bypass to avoid the village of Queensville will be unable to do so. All the other interchanges on the Bypass are "FULL". This one should be as well.</p> <p>Best regards, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Partial Interchange at Leslie Street was selected as there is insufficient spacing between Highway 404 and Leslie Street to fit a full interchange. Additionally, it results in the least impact to the environment, properties and heritage resources.</p> <p>The Updated Technically Preferred Route will not preclude a future widening of Leslie Street to four lanes, and corresponding Active Transportation improvements, if and when the Town of East Gwillimbury chooses to pursue this initiative.</p> <p>Further details regarding the interchange at Leslie Street are available in Section 3.2.8 4.2.3.5 of the Updated Draft Environmental Impact Assessment Report, which is available on the project website.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	No

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CT-DraftEIAR-92	To: [REDACTED] From: [REDACTED]	Email: [REDACTED]	Lower Landing site	July 4, 2023	I'm curious on when information on the lower landing site will be released	<p>Hi [REDACTED]</p> <p>Stage 3 test investigations have been completed at the Holland Forest East site (BaGv-148), the East Holland River site (BaGv-42) and River Bend (BaGv-114) sites on the east bank of the east branch of the Holland River in the study corridor. The results of the Stage 3 work at the Holland Forest East site are documented in the report that was sent out to you on June 1st, 2023, and the results of the River Bend site are documented in the report sent to you on July 21st, 2023. You should be receiving the Stage 3 reports for the East Holland River sites in the next two weeks for review and comment.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	No.

Draft EIAR Comment Tracker

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CT-DraftEIAR-93	To: Project Team From: N/A	Phone: [REDACTED]	EIAR Comments	July 5, 2023	I have been a resident of East Gwillimbury for 30 years and I've seen many of these Environmental Studies and all this crap you guys just keep wasting our tax dollars over and over again once you go to a build it they're going to find out I can't really do the highway through a marsh so then it's going to bring in triple in price if not quadruple so yeah have a good luck with that thanks bye	<p>[REDACTED] called the individual on July 13, 2023. The individual voiced general concerns about the project and impacts to the Holland Marsh.</p> <p>[REDACTED] thanked the individual for their input and asked if they had any further concerns. [REDACTED] asked for the individual's name and email address to provide a response to their concerns from the Project Team email.</p> <p>The individual ended the call and did not provide a name or email for a response. No response required.</p>	No

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CT-DraftEIAR-94	To: Project Team From: [REDACTED] Forbid Roads over Green Space	Email: [REDACTED]	Updated EIAR	July 5, 2023	 <p>Gentlemen:</p> <p>I found the subject notice on page 7 of the July 6 East Gwillimbury Express. This paper is delivered to the end of my driveway each week.</p> <p>At the bottom right of the notice is the following statement: "This notice was issued on June 22, 2023, in accordance with Ontario Regulation 697/21: Section 25."</p> <p>The notice also states:</p> <ul style="list-style-type: none"> the updated report is available on the Project website from June 30 until July 31, 2023. Additional archaeological investigations have been completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are included in this Updated Draft Environmental Impact assessment Report <p>The only report I can find on the project website records the current revision date as June 1, 2023.</p> <p>Given that this notice does not appear to be published on the project website, as required by section 25 3 (c) of this O. Reg., nor was it provided to me pursuant to Section 25 (3) (a) (i), of that regulation, I believe you have not complied with O. Reg 697/21. Since the Notice was issued on June 22, 2023, you had ample time to provide me with a copy of the notice, which to date, you still have not done.</p> <p>Furthermore, the referenced updated report does not appear to be posted on the project</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Bradford West Gwillimbury Topic and East Gwillimbury Express previously printed incorrect dates related to the Notice of Publication of the Updated Draft Environmental Impact Assessment Report. The Updated Draft Environmental Impact Assessment Report with the completed archaeological studies was made available for review on the Project Website from July 13, 2023, until August 14, 2023.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	No

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					<p>website some 6 days from the date it is said to have been posted.</p> <p>From my perspective, the only way you can rectify this serious regulatory failure is to withdraw the notice I found in my local paper and thereafter start the process all over again, so at the very least, the public will have a full 30 days – or more – to retrieve the updated version of the draft report from your project website, consider it in detail and provide comments thereon, within this very short consultation period, should they wish to do so. Also, this time, please remove the restrictions on the .pdf file so the reader can both print the document and add comments to it.</p> <p>As we are now in the dead of summer, I also respectfully request that you show some consideration to the public that MTO is imposing this most inappropriate highway upon, by delaying the entire reissuance process until at least September 1, 2023.</p> <p>Respectfully submitted.</p> <p> Chair Forbid Roads Over Green Spaces</p>		

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CT-DraftEIAR-94 Cont.	To: Project Team and [REDACTED] From: [REDACTED]	Email: [REDACTED]	Updated EIAR	July 5, 2023	Good email	To be cc'd in the reply to CT-DraftEIAR-94	No

**Updated Draft Environmental Impact
Assessment Report - Consultation
Record**

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CT-DraftUEIAR-01	To: Project Team From: [REDACTED]	Email: [REDACTED] [REDACTED]	Removal from Project email	July 6, 2023	Please unsubscribe my e-mail notice [REDACTED] from your Bradford Bypass updates	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Contact List has been updated to reflect these changes.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p> <p>Email: projectteam@bradfordbypass.ca</p> <p>Toll-Free: 1 (877) 247-6036</p>	No

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CT-DraftUEIAR-02	To: Project Team From: [REDACTED] [REDACTED]	Phone: [REDACTED]	Draft EIAR	July 6, 2023	Yeah just it seems like it's basically the same thing I keep getting sent from the MTO. What are they actually gonna have a rather preliminary are they gonna have a final draft of this thing like what why is it taking so many years to get anything on paper I know that they're doing some work like they're doing some preliminary construction in areas by I don't know can someone give me a call and update on really what's going on here cause the paperwork doesn't really tell me anything [REDACTED] thank you	<p>[REDACTED] called [REDACTED] on July 14, 2023.</p> <p>[REDACTED] introduced herself and followed up on [REDACTED]'s concerns regarding the project timeline.</p> <p>[REDACTED] asked if he could call back at a later time.</p> <p>[REDACTED] stated he could and asked when a better time would be to call.</p> <p>[REDACTED] did not specify a time and noted he would call back later.</p> <p>[REDACTED] thanked him for his time and the call ended.</p> <p>[REDACTED] called back on July 14, 2023</p> <p>[REDACTED] asked about his concerns regarding the project timeline.</p> <p>[REDACTED] requested to know more on when construction will actually begin as he feels that the project has been assessed enough and for too long.</p> <p>[REDACTED] understood his concerns and said that the Updated Draft EIAR has been released on July 13th, 2023. Following the public review period for the Updated Draft EIAR, the Final EIAR will be released, along with adjustments in the EIAR regarding any concerns.</p> <p>[REDACTED] stated he wished there was more support for the residents of Bradford as they are building more homes in the area, however it is difficult to travel within the area, especially with trucks, and would really like the project to start its construction.</p> <p>[REDACTED] said that with the way the project is going in terms of timeline he may not even see the final construction and is frustrated as a business owner in the area.</p> <p>[REDACTED] understood his concerns and asked if he had any additional comments and concerns he would like to address.</p> <p>[REDACTED] said no and thanked [REDACTED] for her time and the call ended.</p>	No

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CT-DraftUEIAR-04	To: Project Team From: [REDACTED]	Email: [REDACTED] [REDACTED]	Project Timeline	July 6, 2023	<p>An important question:</p> <p>Bradford By-pass has been on hold for 25 years. When what it that Premier Ford and his consultants ACTUALLY AGREED that this project would go forward and be built? He announced in the Globe and Mail with the cutting of the ribbon approximately November 2021 BUT was this approved in September 2021 July 2021 May 2021 April 2021 or when please. I am doing an important history assignment and any help would be greatly appreciated.</p> <p>Thank you so much</p> <p>Sincerely</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>In August 2019, MTO approved the re-initiation of the design activities for the Bradford Bypass. Additional information regarding the Study process and current status of the project can be found here: OVERVIEW – BRADFORD BYPASS.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	No

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CT-DraftUEIAR-05	To: Project Team From: [REDACTED]	From: [REDACTED]	Property Inquiry	July 6, 2023	Hello. I believe that your ramp going into hwy 404 will go slightly onto my property at the north east corner of [REDACTED] Please contact me to discuss compensation. [REDACTED] for [REDACTED]	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>You will continue to receive communications from the Ministry's Property Office. Any questions regarding property acquisition or compensation can be directed to the Ministry Property Representative.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	No

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CT-DraftUEIAR-06	To: Project Team From: [REDACTED]	Email: [REDACTED]	Project Timeline	July 6, 2023	Thank you When is construction projected to commence & bypass open [REDACTED] Sent from my iPhone	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction phases will follow.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	No

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CT-DraftUEIAR-07	To: Project Team From: [REDACTED]	Email: [REDACTED]	New Stakeholder Comment Form Entry	July 6, 2023	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>[REDACTED]</p> <p>--- Title ---</p> <p>Planner</p> <p>--- Department/ Organization ---</p> <p>York Region District School Board</p> <p>--- Email ---</p> <p>[REDACTED]</p> <p>--- Phone Number ---</p> <p>[REDACTED]</p> <p>--- Mailing Address ---</p> <p>[REDACTED]</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>N/A</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	No

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					<p>purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No</p>		

Updated Draft EIA Comment Tracker

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CT-DraftEIA-51 Cont.	To: Project Team From: [REDACTED]	Email: [REDACTED]	Floatplane	July 6, 2023	Thanks, my only question is in regards to the landing and takeoff area for floatplanes landing on the east arm of the holland river parallel to the highway just south of the golf course. For example, how high will a floatplane taking off westbound have to be	<i>Response drafted in CT-DraftEIA-51.</i>	No

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CT-DraftUEIAR-08	To: Project Team From: [REDACTED]	Email: [REDACTED]		July 7, 2023	Hi there, Please remove me from the emailing list. Kind Regards [REDACTED]	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21</p> <p>The Project Contact List has been updated to reflect these changes.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p> <p>Email: projectteam@bradfordbypass.ca</p> <p>Toll-Free: 1 (877) 247-6036</p>	No

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CT-DraftUEIAR-09	To: Project Team From: [REDACTED]	Email: [REDACTED] [REDACTED]	Well	July 7, 2023	I'm unable to locate the map on the website that was shared earlier with well locations marked, but our parcel is definitely within the contamination zone. Our well is definitely listed with the Town of East Gwillimbury, so I'm not sure where you sourced your records from but it sounds like they're incomplete.	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>There is no well record registered and shown within the Ministry of Environment, Conservation and Parks Water Well Record's database for 25 Morgans Road. As stated in the previous email, your address is included in the list of properties to contact during the subsequent water well survey completed during the detail design phase of the project.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p> <p>Email: projectteam@bradfordbypass.ca</p> <p>Toll-Free: 1 (877) 247-6036</p>	No

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CT-DraftUEIAR-10	To: Project Team From: [REDACTED]	Email: [REDACTED]	Well	July 10, 2023	<p>I have recorded the water level in the well since spring of 2018, see updated Excel file. Well water has been tested by Simcoe Cnty Health approximately every 6 months. The measurement was from the top of water in well to top edge of concrete culvert (approx 4" above grade).</p> <p>The dug well dimensions are 30" diameter and approx 47" deep.</p> <p>The water levels fluctuate with the seasons and match with wetland levels at rear of property.</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Thank you very much for providing the water level information and details, it will be incorporated into the assessment of your water well. Additional review of the hydrological and hydrogeological conditions within the Study Area will be completed during future phases of work for the project and will include further assessment of water wells.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p> <p>Email: projectteam@bradfordbypass.ca</p> <p>Toll-Free: 1 (877) 247-6036</p>	No

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CT-DraftEIA-75 Cont.	To: Project Team From: [REDACTED] LSRCA	Email: [REDACTED] [REDACTED]	Additional Stream Data	July 11, 2023	Hello, Please find attached additional stream sampling data (temperature and fish) from LSRCA sampling stations for streams in the study area. See locations below. Regards, [REDACTED]	Response drafted in CT-DraftEIA-75	No

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CT-DraftUEIAR-11	To: Project Team From: [REDACTED]	Email: [REDACTED]	Follow-up	July 11, 2023	<p>Hello. Project Team, I received your letter wrt commenting on the Revised Draft Environmental Assessment Report for the Bradford Bypass. Will all my questions be answered that I provided in the past? I still have not received comments on my concerns.</p> <p>Regards [REDACTED] Resident Of Georgina, ON</p>	Response to original questions drafted in CT-DraftEIAR-50	No

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CT-DraftUEIAR-12	To: Project Team From: [REDACTED] Ministry of the Environment, Conservation and Parks	Email: [REDACTED]	Groundwater Responses	July 12, 2023	<p>Good morning Bradford Bypass Team,</p> <p>In reviewing the attached I noticed that only Maria Picotti's name is cited in the document. I just wanted to follow up as we did submit three documents from four different staff members here. [REDACTED]</p> <p>Will the responses to the other individuals' comments be provided separately?</p> <p>Thank you, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>The comments provided in our email on July 7, 2023 were in response to MECP's comments on the Draft Groundwater Protection and Well Monitoring Plan. The responses to comments provided by [REDACTED] regarding the Draft Stormwater Management Plan are ongoing and will be provided to MECP in the coming weeks.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p> <p>Email: projectteam@bradfordbypass.ca</p> <p>Toll-Free: 1 (877) 247-6036</p>	No

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CT-DraftUEIAR-13	To: Project Team From: [REDACTED] Bell	Email: [REDACTED] [REDACTED]	Update Contact List	July 12, 2023	Hi [REDACTED] Good Morning! Kindly find the attachment and email below. @projectteam@bradfordbypass.ca I have included the correct email address to help you. Thank you, [REDACTED]	Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21 The Project Contact List has been updated to reflect these changes. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca , toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca . Sincerely, The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036	No

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CT-DraftUEIAR-14	To: Project Team From: [REDACTED] Brdar Ministry of the Environment , Conservation and Parks	Email: [REDACTED]	Draft Noise Impact Assessment Report	July 12, 2023	<p>Hello,</p> <p>Re: Draft Noise Impact Assessment Report; Bradford Bypass Project</p> <p>I have tried to access documents in the link (https://we.tl/t-dKMhw3bane) from the e-mail below and the link appears to be unresponsive. Would you be able to send to myself a new link or email the pdf document directly to my email???</p> <p>Please let me know. Thank you.</p> <p>Regards,</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Apologies for the link issue. Please let us know if the link below allows you to access the Draft Noise Impact Assessment Report.</p> <p>https://wettransfer.com/downloads/1a29d40cd31272df7e2a11ff0fae05eb20230712195312/637c14</p> <p>If you have any other questions or concerns, please let us know.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>	No

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CT-DraftUEIAR-15	To: Project Team From: [REDACTED]	Email: [REDACTED]	Park Impacts	July 12, 2023	<p>Hello,</p> <p>1. I've been reviewing the documentation and I am wondering if the Henderson Memorial Park which is on the 9th line will in any way be impacted by the Bradford By-Pass?</p> <p>2. Kudos to you for sending out and circulating information. However I'd appreciate if you added a section that identifies any changes. There is a lot of repetitive information in your circulars which I understand is needed for potentially new audiences.</p> <p>Below is an example of a high level change request log. Hopefully this is a feasible ask? Or some if there is something you are able to provide that is easy at a glance to see what is changing and why and when. Sorry I haven't found anything like that and hope I haven't missed it.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team has had several discussions with the Town of Bradford West Gwillimbury on Henderson Park. The town has provided their input on the Project's alternative and the Project Team developed the alternative based on the inputs provided. At this time, it is anticipated that the interchange at 10th Sideroad will impact the park property.</p> <p>A summary of the changes made to the Draft Environmental Impact Assessment Report is available in Table ES-3 of the Updated Draft Environmental Impact Assessment Report. The Updated Draft Environmental Impact Assessment Report includes the completed archaeological investigations in Section 5.3.1</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p> <p>Email: projectteam@bradfordbypass.ca</p> <p>Toll-Free: 1 (877) 247-6036</p>	No.

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CT-DraftUEIAR-16	To: Project Team From: [REDACTED]	Email: [REDACTED]	Update Mailing List	July 13, 2023	<p>Good morning,</p> <p>We received the attached memo regarding the Bradford Bypass. Could you kindly update your mailing list as the person it is addressed to is no longer employed at the Town of East Gwillimbury. Please direct all future correspondence to:</p> <p>[REDACTED] Municipal Clerk</p> <p>Thank you</p> <p>[REDACTED] Clerk's Assistant Town of East Gwillimbury</p> <p>[REDACTED]</p> <p>This electronic transmission is directed in confidence solely to the person(s) named above and may not be otherwise distributed, copied or disclosed. If you have received this transmission in error, please reply to this transmission advising us of the error and delete the message</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Contact List has been updated to reflect these changes.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p> <p>Email: projectteam@bradfordbypass.ca</p> <p>Toll-Free: 1 (877) 247-6036</p>	No

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CT-DraftUEIAR-17	To: Project Team From: [REDACTED]	Phone: [REDACTED]	Draft EIAR	July 13, 2023	Hi my name [REDACTED] I just wanted to know whether the revised or the draft environmental assessment report says the bypass is go ahead or not I try to access the report but I am having trouble	<p>[REDACTED] called on July 14, 2023.</p> <p>No answer, left voicemail for call back.</p> <p>[REDACTED] called [REDACTED] on July 15, 2023.</p> <p>[REDACTED] called back on July 17, 2023.</p> <p>No response, left voicemail for call back.</p> <p>[REDACTED] called back on July 18, 2023.</p> <p>[REDACTED] introduced herself and asked about [REDACTED]'s concerns with the project.</p> <p>[REDACTED] said that she was not able to access the new report and wanted to figure out a way to access it.</p> <p>[REDACTED] said that she could send a link to the Draft Environmental Assessment Report to their email.</p> <p>[REDACTED] said that works and said her email is [REDACTED]</p> <p>[REDACTED] thanked [REDACTED] and told her she would send the link for it.</p> <p>[REDACTED] texted [REDACTED] on July 18, 2023 the following: [REDACTED] Could you kindly text me the Bradford Bypass link for environmental report. E mail is not yet received. THANK YOU! [REDACTED]</p> <hr/> <p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Following your call today with Maham, the Updated Draft Environmental Impact Assessment Report (EIAR) can be found on the Project Website from this link:</p> <p>bradfordbypass.ca/wp-content/uploads/2023/07/RPT_2022-07-13_Bradford-ByPass-Updated-Draft-Environmental-Impact-Assessment_60636190_optimized_locked.pdf</p>	No

Updated Draft EIAR Comment Tracker


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						<p>The Updated Draft EIAR is available for review and comment on the Project Website from July 13 to August 14, 2023, and comments and feedback can be provided to the ministry via the Project Website, email or by telephone.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p> <p>Email: projectteam@bradfordbypass.ca</p> <p>Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftUEIAR-18	To: Project Team From: [REDACTED]	Phone: [REDACTED]	Bridge Concerns	July 13, 2023	Hello my name is [REDACTED] i live at [REDACTED] and I was calling and I wanted to talk to somebody if I could about the project but mostly I wanted to express that I feel that it's that it's necessary to do the bridge as it's proposed and that's what I feel strongly about it and I just wanted to express that thank you goodbye my number is [REDACTED]	<p>[REDACTED] called on July 14, 2023.</p> <p>[REDACTED] introduced herself and asked [REDACTED] about his concern about the bridge.</p> <p>[REDACTED] stated that he is in support of the Bradford Bypass Project and does not have any concerns.</p> <p>[REDACTED] acknowledged that and asked if [REDACTED] had any questions or comments.</p> <p>[REDACTED] asked [REDACTED] when construction would start as the project area has been assessed for over 30 years.</p> <p>[REDACTED] stated that the project is still in the undergoing the project-specific assessment of environmental impacts and explained that following the public review period of the Updated Draft Environmental Impact Assessment Report (EIA) a Final EIA be released.</p> <p>[REDACTED] understood and said that he is in support of the Bradford Bypass Project.</p> <p>[REDACTED] thanked him for his time and ended the call.</p>	No

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CT-DraftUEIAR-19	To: Project Team From: [REDACTED]	Email: [REDACTED] [REDACTED]	Stakeholder Comment Form Entry	July 13, 2023	<p>26) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name ---</p> <p>[REDACTED]</p> <p>--- Title ---</p> <p>Senior Development Manager</p> <p>--- Department/ Organization ---</p> <p>First Gulf</p> <p>--- Email ---</p> <p>[REDACTED]</p> <p>--- Phone Number ---</p> <p>[REDACTED]</p> <p>--- Mailing Address ---</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p> <p>Email: projectteam@bradfordbypass.ca</p> <p>Toll-Free: 1 (877) 247-6036</p>	No

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CT-DraftUEIAR-20	To: Project Team From: [REDACTED] Chippewas of Rama First Nation	Email: [REDACTED]	Community Consultation	July 13, 2023	Aaniin, In the "consultation and contact information" portion of the notice its states <i>"Any concerns raised during the review periods by Indigenous communities, interested persons, and stakeholders will be documented in the Final Environmental Impact Assessment Report."</i> I just want to know if that all that is planned to be done with comments or concerns, will it just be noted with no intention to explore mitigation, accommodation, or alternatives for this project? From my perspective these comments are just mandatory requirements and won't be considered meaningful for your team. Let me know your thoughts. Miigwech, [REDACTED]	Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. A description of the concerns raised by Indigenous communities and interested persons in the consultation and issues resolution process will be documented in the Final Environmental Impact Assessment Report. This will be accompanied by a description of what the ministry did or will do in respect of the concerns raised as well as any changes to the preferred alignment and preferred design of the Bradford Bypass project. Upon completion of the consultation process, the ministry will prepare and file the Final EIAR in accordance with Ontario Regulation 697/21, Section 27. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca , toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca . Sincerely, The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036	No

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					<p>interpret it as suggesting that the Huron-Wendat are the sole "owners" of anything that comes out of the ground (remains and/or material culture) and the only nation that needs to be contacted in the event that they are discovered.</p> <p>I am requesting that this statement be removed from this and any subsequent reports, or I suggest that the MTO reach out to all the other nations who have rights to the area and ask that they also submit similar statements to be added to any arch reports that are submitted to the Province.</p> <p>It is important to note that there are specific protocols in place for identifying and addressing undocumented archaeological resources, and it is crucial to respect the Treaty rights of other nations, including their right to be consulted</p> <p>- Referencing page 46 of the report, section 6.0 provides advice on complying with legislation, including the protocol for handling new archaeological discoveries.</p> <p>PAGE 46 - 6.0 ADVICE ON COMPLIANCE WITH LEGISLATION</p> <p><i>3) Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the Ontario Heritage Act.</i></p> <p><i>4) The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33 requires that any person discovering human remains must notify the police or coroner and the Registrar of</i></p>		

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					<p><i>Cemeteries at the Ministry of Public and Business Service Delivery.</i></p> <p>Miiigwech, [REDACTED] Community Consultation Worker Chippewas of Georgina Island First Nation</p>  <p>GEORGINA ISLAND</p>		

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CT-DraftUEIAR-22	To: Project Team From: [REDACTED]	Email: [REDACTED]	New Stakeholder Comment Entry	July 15, 2023	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>No</p> <p>--- Name ---</p> <p>[REDACTED]</p> <p>--- Email ---</p> <p>[REDACTED]</p> <p>--- Mailing Address ---</p> <p>[REDACTED]</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>I want to voice my concern what this project will do to the Holland Marsh. How is Ontario going to feed itself when every inch of farm land has been destroyed?</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>As detailed in Section 5.2.2 of the Updated Draft EIAR, potential impacts to agricultural lands as a result of the Project have been assessed and will be related to the loss of agricultural land, loss of prime agricultural land, creation of severed parcels, increased fragmentation of the land base on the designated agricultural lands. Impacts may be minimized by directing impacts away from the adjacent agricultural lands.</p> <p>There are opportunities for local agricultural operations with the future development of the Bradford Bypass lands. The future development of the Bradford Bypass lands will bring people closer to the agricultural areas and specialty crop areas/market garden/field vegetable areas which will result in increased potential for expanding sales of local vegetable crops from the farm markets.</p> <p>Details on impacts to agricultural lands and proposed mitigation measures and monitoring activities are included in Section 5.2.2 of the Updated Draft EIAR.</p> <p>The Holland Marsh Wetland Complex extends beyond the Bradford Bypass corridors and consists of over 3,000 hectares (ha) of designated wetland area. Currently the Bradford Bypass corridor will cross approximately 12.73 ha which accounts for only 4 percent of the entire Provincially Significant Wetland (PSW) area. The crossing locations were chosen because they are consistent with the Ministry's effort to minimize impacts to this sensitive wetland and are among the narrowest portions of Holland Marsh. A portion of the crossing will be accommodated on an elevated structure in order to provide marine navigation clearance over the Holland River and Holland River East Branch below.</p> <p>The Project Team will continue to carefully consider all impacts to wetland areas and will continue to work with Indigenous communities, environmental agencies,</p>	No.


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						<p>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 Bradford Bypass Project will continue to look at opportunities to minimize impacts to these wetlands through engineering refinements.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftUEIAR-23	To: Project Team From: [REDACTED]	Email: [REDACTED]	Project Comment	July 16, 2023	This is a disgusting move by Doug Ford that benefits no one but his developer friends. Building a highway that no one wants through sensitive protected wetlands is an anti democratic and dangerous plan. We do not need this highway, and this will go down in history as a costly, destructive, and completely useless waste of taxpayer resources. Shame on you	<p>Hello [REDACTED]</p> <p>Thank you for your comment. The Project Team acknowledges your concern.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	No

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CT-DraftUEIAR-24	To: Project Team From: [REDACTED]	Phone: [REDACTED] Email: [REDACTED]	Property affected by Bypass	July 17, 2023	Good Afternoon my name is [REDACTED] we have two properties affected by this this 4 bypass I have some concerns regarding the environmental assessments please call me back at [REDACTED] the two companies we are calling on behalf of is one [REDACTED] and my [REDACTED] and this is for the Bradford bypass thank you	<p>[REDACTED] called on July 17, 2023</p> <p>[REDACTED] introduced herself and told [REDACTED] that she is following up on her concerns regarding the properties</p> <p>[REDACTED] said that AECOM released a map on the Project Website regarding the contamination levels within the Study Area. [REDACTED] inquired how the two properties, [REDACTED] and [REDACTED] are shown in red on the map but property next to it is green. She wanted to know the rationale behind the AECOM having those two properties be labelled as contaminated sites and not the one next to it.</p> <p>[REDACTED] noted she is representing both properties and is frustrated with this as this was brought to her attention by a potential buyer that the site was contaminated, and the potential buyer saw the report on the Project Website and backed out of the deal. She also noted that [REDACTED] is owned by [REDACTED] and she has partial ownership of [REDACTED]</p> <p>[REDACTED] acknowledged her concerns and said she would have another member of the team follow up with her on the reasons as to why they were noted as such.</p> <p>-----</p> <p>[REDACTED] called on August 3, 2023 and August 4, 2023.</p> <p>[REDACTED] Requested follow up phone call and mail. Stated she does not use email.</p> <p>[REDACTED] explained that the information related to contamination is solely a risk rating based on potential for contamination and a review of background data.</p> <p>[REDACTED] noted the High risk rating given to [REDACTED] is because historical information indicated that a landfill was located on the property.</p> <p>[REDACTED] stated there was no landfill.</p> <p>[REDACTED] stated he would confirm if there was additional information the Project Team could provide that would</p>	No

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						<p>prove the historic uses of the land. [REDACTED] stated the Updated Environmental Impact Assessment Report is on the Project Website and is available for review.</p> <p>[REDACTED] provided her nephew's email and noted the nephew will submit concerns and correspond on her behalf.</p> <p>[REDACTED] noted the email.</p> <p>[REDACTED] thanked [REDACTED] for his time.</p> <p>-----</p> <p><i>Email response provided in CT-DraftUEIAR-57</i></p>	

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CT-DraftUEIAR-25	To: Project Team From: [REDACTED]	Email: [REDACTED]	BBP Route	July 17, 2023	<p>To whom it may concern:</p> <p>It is good to see that there will several interchanges instead of the initial 3.</p> <p>Are there plans to extend the Bradford bypass westward to meet with the Hwy's 427 & 410 and Hwy 401 west of Milton?</p> <p>Thanks</p> <p>[REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The scope of the Bradford Bypass includes a new corridor between the Highway 400 and Highway 404. As part of the Preliminary Design study, additional corridor connectivity at the Bradford Bypass freeway-to-freeway interchanges is not being considered; however, future connection opportunities are not precluded as a result of the current study. While an easterly or westerly extension of the Bradford Bypass is not planned at this time, the Ministry is aware of Bradford West Gwillimbury's 2022 Transportation Master Plan and its depiction of continuity beyond Highway 400 to Sideroad 5 (County Road 53).</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	No

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CT-DraftUEIAR-26	To: [REDACTED] Project Team From: [REDACTED]	Email: [REDACTED]	Route	July 18, 2023	<p>Hello [REDACTED]</p> <p>We are a manufacturer of seals for cap closures for the food, pharmaceutical and industrial applications. We are located at [REDACTED]. We are the facility located at the end of Industrial Road.</p> <p>Based on your drawings for the bypass, we are right adjacent to the marking for "Structure at Holland River" and the "Structure at Metrolinx Rail Corridor".</p> <p>As we manufacture for food and pharmaceutical applications, we are compliant to multiple standards including FDA (US), Health Canada, BRC etc., which require strict measures to prevent contamination.</p> <p>We would like to understand the scope, duration and timing of the construction of the "Structure at Holland River" and the "Structure at Metrolinx Rail Corridor". Our interest specifically is on how this may impact our process and what actions we need to take to negate any impacts.</p> <p>Please advise how we can obtain this information or have a discussion with you on this subject.</p> 	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The work for the Bradford Bypass includes structure crossings over the Metrolinx Rail Corridor and Holland River north of 8th Line. There is no schedule or timing at this time for construction works. When the next phase of design and construction occurs, the plans and schedules will be further developed. Notification of the next phase of design and construction will be made to the surrounding areas. These works will require construction access via the local road network which may include Industrial Road, 8th Line and Artesian Industrial Parkway.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	No

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					<div></div> <p>Regards,</p> <p></p> <p>Director of Operations</p> <p></p> <p></p> <p></p> <p>All the information in this Communication, including the attachments, are strictly confidential and intended solely for delivery to and authorized use by the addressee(s) identified above, and may contain privileged, confidential, proprietary and/or trade secret information entitled to protection and/or exempt from disclosure under applicable law. If you are not the intended recipient, please take notice that any use, distribution or copying of this communication, and/or action taken or omitted to be taken in reliance upon it, is unauthorized and may be unlawful. If you have received this</p>		

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					Communication in error, please notify the sender and delete this Communication. <u>Canadian Residents Only:</u> CASL Compliance: If you are not a current or past customer of Selig or supply chain partner, and you no longer wish to receive Commercial Electronic Messages from us, please reply to the sender of this message and request to be removed from our CEM consent list.		

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CT-DraftUEIAR-27	To: Project Team From: [REDACTED]	Email: [REDACTED]	Groundwater Study	July 18, 2023	<p>Hi,</p> <p>Just wondering where the groundwater study is hiding on your project website. I have it, but it should be there. Please advise.</p> <p>Thanks,</p> <p>Claire</p> <p>[REDACTED]</p> <p>Environmental Consultant</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>Hi [REDACTED]</p> <p>In accordance with Section 23 (3) of Ontario Regulation 697/21, a direct link to the Draft Groundwater Protection and Well Monitoring Plan was provided to the Ministry of the Environment, Conservation and Parks (MECP), the Ministry of Natural Resources and Forestry (MNR), Conservation Authorities, Municipal health units, Municipalities and every assessed owner of land within the updated Study Area and within 500 metres of the borders of the updated Study Area. Comments provided on the Draft Groundwater Protection and Well Monitoring Plan between March 24th 2023 and April 14th 2023 were considered by MTO and revisions are being made accordingly. Once finalized, the Groundwater Protection and Well Monitoring Plan will be provided to the Director of MECP's Environmental Assessment Branch and subsequently published on the Project Website.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>	No

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					<p>– in particular Highways 400 & 404 – WITH the Bradford Bypass</p> <p>4. Traffic is only marginally improved for Bradford West Gwillimbury</p> <p>5. The Project Website acknowledged that the scenarios were with Bypass and without Bypass. Are these really the only two scenarios that were run? No analysis about whether regional roads could do the job for less damage and money? No consideration of transit use of the planned all day two way GO train to Barrie?</p> <p>6. The chosen route, with 5 interchanges is no longer a freeway to freeway connector; it now combines local and long distance travel and promises to improve local traffic, so why is that not a regional road improvement as opposed to a provincial "highway"?</p> <p>7. The province estimates the project completion at 2032; and the Bradford Bypass will be congested 5 years after it is built</p> <p>8. The EA does not include studying impacts to Lake Simcoe</p> <p>9. There are no air quality standards that the province has to meet while bringing a new highway into an existing residential neighborhood. People affected by elevated levels of air pollution get no notice, explanation, or health warnings from the government of Ontario.</p> <p>10. There was a regulatory required to create a groundwater plan which can be found on the Project Website. It finds there are several inorganic / metal parameters which exceed the provincial water quality objectives in the groundwater of the proposed groundwater taking locations, which would have to be dewatered for construction. This water cannot be released to the natural environment without being treated. There is nowhere</p>	<p>operations along those roads will be improved. Specifically, Queensville Sideroad, County Road 4 (former Highway 11), Holland Street, and Highway 88 will be relieved of a significant portion of through traffic, thereby reducing demand and improving Level of Service (LOS) at signalized and unsignalized intersections along their length.</p> <p>As detailed in Section 4.4 of the Updated Draft EIAR, traffic is assessed through modelling to identify LOS. Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all local road network and transit improvements planned within the Study Area and forecast traffic volumes based on the projected growth within the Study Area. For more information on updates to local road networks, please refer to Section 1.5.4 of the Updated Draft EIAR.</p> <p>Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecast to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternatives for the Bradford Bypass were then compared within the model by running different, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at LOS D. By implementing another general purpose lane and an HOV lane in each direction by 2041, LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>On average, between the various origin-destination pairs modeled in the peak periods, drivers are expected to save up to 73% or 33 minutes of travel time connecting between Highway 400 and Highway 404 compared to existing local routes.</p>	

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					<p>nearby to treat it. There is no nearby sanitary sewer. The contractor that makes the bridge piles will have to manage and mitigate these impacts. This is an incomplete plan. This is an identification of serious issues and a dereliction of duty.</p> <p>11. This streamlined Environmental Assessment process is how the province proposes to build another 54 KM of highway connecting Hwy 404 and Hwy 12. We submit that this is not the way to advance a sustainable region.</p>	<p>The development of the analysis and key results from the Traffic Study have been summarized in the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report (EIA), which were available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023, respectively. The information in the draft EIA includes the origin and destination locations that were reviewed to determine the average travel time savings during the AM and PM peak hours. Similar to the process undertaken for MTO preliminary design studies, the Traffic Study will be finalized upon study completion and will be available if requested.</p> <p>3. Traffic analysis that we have seen show traffic worsening on many nearby roads – in particular Highways 400 & 404 – WITH the Bradford Bypass</p> <p>Compared to the No Build scenario, the presence of the Bradford Bypass corridor would save a total of approximately 2,500 vehicle-hours of travel time during the AM peak hour and approximately 1,400 vehicle-hours of travel time during the PM peak hour by 2041. Vehicle hours are defined as the product of the number of vehicles and their time travelled. Travel times savings are calculated across the subarea model limits which include the entirety of York Region south of the community of Keswick as well as Simcoe County south of Innisfil Beach Road.</p> <p>The implementation of the Bradford Bypass is expected to redistribute traffic from local roads surrounding the proposed Bradford Bypass to the new corridor and greater freeway network. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads. The alleviation of traffic on local roads benefits the area including but not limited to Town of Bradford West Gwillimbury, community of Holland Landing, Town of</p>	

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						<p>East Gwillimbury, and northern King Township by alleviating congestion during peak hours.</p> <p>For more information on Travel Time Savings, please refer to Section 4.4.3 of the Updated Draft EIA</p> <p>4. Traffic is only marginally improved for Bradford West Gwillimbury</p> <p>Please refer to the response to Question #3.</p> <p>5. The Project Website acknowledged that the scenarios were with Bypass and without Bypass. Are these really the only two scenarios that were run? No analysis about whether regional roads could do the job for less damage and money? No consideration of transit use of the planned all day two way GO train to Barrie?</p> <p>The Bradford Bypass 2002 Approved EA reviewed a broad area of analysis which included several corridors, including areas south of the current corridor road, and Highway 89/Ravenshoe Road.</p> <p>For more information on the 2002 EA, please see the enclosed linked: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>Future weekday AM and PM peak hour forecasts were developed from the Emme subarea model extracted from the Province's Greater Golden Horseshoe Model (GGHMv4). The subarea model reflects all road network and transit improvements planned for the 2031 and 2041 horizon years. The options comparison identified a scenario with all five interchanges at major crossing roads along the corridor as the preferred option.</p> <p>A comparison of travel patterns in the Emme subarea model between Build and No-Build scenarios indicates network wide improvements to connectivity and traffic flow with the inclusion of the Bradford Bypass. While a minor increase in additional auto-based trips in the region would occur, the overall network benefits from</p>	

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						<p>vehicle-hours of travel time savings and vehicle-kilometres of travel distance savings are observed during the 2041 AM peak hour and during the 2041 PM peak hour in the updated interchange locations. Local roads forecasted to exceed capacity by 2031 and 2041 under the No-Build scenarios see significant relief from traffic as a result of the diversion to the Bradford Bypass in the Build scenarios.</p> <p>The Bradford Bypass has been proposed as a response to the dramatic growth in population and travel demand anticipated within the Study Area, including the forecasted increase in congestion on key east-west roadways linking Highway 400 to Highway 404. The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404. The technically preferred route chosen for the Bradford Bypass was based on the 2002 approved Environmental Assessment (EA) Study and minimizes the environmental footprint wherever possible.</p> <p>As part of the 2002 EA, the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>The Bradford Corridor was selected as the preferred corridor over Highway 89/Ravenshoe Road as it was beyond the maximum north limit of 10th Line / Boag Road which was assessed in a previous EA study and was determined that a Management Area or river</p>	

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						<p>crossing north of this would entail unacceptable environmental impact, which lead to the withdrawal of the Highway 89 EA studies in 1986-87.</p> <p>The Bradford Corridor was selected as the preferred corridor over the southern alternatives as there was no south alternative that met the primary purpose of the study to reduce out-of-way travel. The south limit was established as Highway 88 and Queensville Sideroad.</p> <p>The original purpose of the Bradford Bypass per the 2002 Approved EA was to address the "east-west" long-distance travel demand crossover between Highway 400 and Highway 404 which is a provincial responsibility and distinct from the locally generated trips which use a municipal road to access the provincial network. As noted in the report, the location of the transportation link is related to potential network benefits, with local service being secondary benefit.</p> <p>While the town of Bradford owns a closed Road allowance east of Artesian Industrial Parkway for 8th Line to Holland River, Hochreiter Road itself is a private road. This connection would not address the primary purpose of the Bradford Bypass to address provincial responsibilities to connect Highway 400 and Highway 404. The local benefit of this route is likely outweighed by improvement to capacity of Bridge Street. A bridge across 8th Line would still require out-of-way travel, which this study is looking to reduce, to connect to provincial transportation facilities. Improvements are likely required on Bathurst Street and Queensville Sideroad. Significant additional property impact (similar to the Bradford Bypass) would be required for a new corridor connection from 8th Line straight to Highway 404.</p> <p>For more information on the 2002 EA, please see the enclosed linked: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>In addition to the investments like the Bradford Bypass, Ontario is investing \$70.5 billion over 10 years for public transit, including Ontario's new subway transit plan for the Greater Toronto Area (GTA) and</p>	

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						<p>transforming the GO Transit network into a modern, reliable and fully integrated rapid transit network.</p> <p>For more information on traffic model development, please refer to section 4.4 of the Updated Draft EIAR.</p> <p>For more information on the traffic studies please see the response to Question #2.</p> <p>6. Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area. The chosen route, with 5 interchanges is no longer a freeway to freeway connector; it now combines local and long distance travel and promises to improve local traffic, so why is that not a regional road improvement as opposed to a provincial "highway"?</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404.</p> <p>The analysis of municipal development plans indicated that there will be a continuation of dramatic growth in travel demand, which has been characteristic of Simcoe County and York Region for many years. This growth continues to contribute to congestion on key roadways linking Highway 400 to the extension of Highway 404. At the time of the Route Planning Study and Environmental Assessment, the approved plans to upgrade regional roads were only expected to accommodate a fraction of this travel demand. Alternative transportation solutions to regional road widening alone were therefore warranted. As part of the Route Planning Study and Environmental Assessment, key problem areas included: traffic, road discontinuities, future demand growth implications, and lack of long-term plan. The original study considered</p>	

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						<p>need for relief of congestion and protection of property for the future transportation right-of-way.</p> <p>7. The province estimates the project completion at 2032; and the Bradford Bypass will be congested 5 years after it is built</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. By expanding to the ultimate 8 lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>For more information, please refer to the response to Question #1.</p> <p>8. The EA does not include studying impacts to Lake Simcoe</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the Lake Simcoe Protection Act and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>9. There are no air quality standards that the province has to meet while bringing a new highway into an existing residential neighborhood. People affected by elevated levels of air pollution get no notice, explanation, or health warnings from the government of Ontario.</p> <p>The Project Team will endeavour to minimize impacts on air quality and green house gas emissions where applicable. An Air Quality Impact Assessment has been completed that takes into account the Ministry of</p>	

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						<p>the Environment, Conservation and Parks Climate Change Guide, Provincial Ambient Air Quality Criteria, and the Canadian Ambient Air Quality Standards.</p> <p>For more information on the Air Quality Impact Assessment, please refer to Section 5.2.4 of the Updated Draft EIAR.</p> <p>10. There was a regulatory required to create a groundwater plan which can be found on the Project Website. It finds there are several inorganic / metal parameters which exceed the provincial water quality objectives in the groundwater of the proposed groundwater taking locations, which would have to be dewatered for construction. This water cannot be released to the natural environment without being treated. There is nowhere nearby to treat it. There is no nearby sanitary sewer. The contractor that makes the bridge piles will have to manage and mitigate these impacts. This is an incomplete plan. This is an identification of serious issues and a dereliction of duty.</p> <p>A Draft Groundwater Protection and Well Monitoring Plan was provided to the Ministry of the Environment, Conservation and Parks (MECP), the Ministry of Natural Resources and Forestry (MNR), Conservation Authorities, Municipal health units, Municipalities and every assessed owner of land within the updated Study Area and within 500 metres of the borders of the updated Study Area. Comments provided on the Draft Groundwater Protection and Well Monitoring Plan between March 24th 2023 and April 14th 2023 were considered by MTO and revisions are being made accordingly. Once finalized, the Groundwater Protection and Well Monitoring Plan will be provided to the Director of MECP's Environmental Assessment Branch and subsequently published on the Project Website.</p>	

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						<p>Mitigation plans will be generated in Detail Design for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge should be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p> <p>For more information on mitigation to groundwater impacts, please refer to Section 5.1.4 of the Updated Draft EIAR.</p> <p>11. This streamlined Environmental Assessment process is how the province proposes to build another 54 KM of highway connecting Hwy 404 and Hwy 12. We submit that this is not the way to advance a sustainable region.</p> <p>The Project Team acknowledges your concerns.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

Updated Draft EIAR Comment Tracker

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CT-DraftUEIAR-29	To: Project Team From: [REDACTED]	[REDACTED]	Draft EIAR	July 22, 2023	Please unsubscribe me from this.	<p>Hello [REDACTED]</p> <p>The Project Contact List has been updated, as requested.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>	No

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CT-DraftUEIAR-30	To: Project Team From: [REDACTED]	Email: [REDACTED]	Contamination Overview Study	July 24, 2023	<p>Good morning,</p> <p>We are working on a due diligence study for a site located within the Study Area of the "Final Environmental Conditions Report – Highway 400 to Highway 404 Link (Bradford Bypass) (AECOM, October 2022). Upon reviewing, it was noticed that our Site is listed to have a "medium contamination potential", and it appears the justification may be in a separate report titled "Contamination Overview Study" (AECOM). Would it be possible for AECOM or MTO to provide us with a copy of the "Contamination Overview Study" Report so we can look into this in more detail?</p> <p>Thank you in advance for the help,</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>This email was sent on behalf of [REDACTED] and may contain confidential and/or privileged information for the sole use of the intended recipient. If you have received this email in error, please contact the sender and delete all copies. Any review or distribution by anyone other than the intended recipient is strictly prohibited.</p>	<p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The 2020 Contamination Overview Study is available on the Project Website here: https://www.bradfordbypass.ca/wp-content/uploads/2022/02/RPT-2020-02-14-BBP-Retainer-Contamination-Overview-Study-PUBLIC.pdf</p> <p>Please let us know if you have any further questions.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p> <p>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.</p>	No

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CT-DraftUEIAR-31	To: Project Team From: [REDACTED] York Region	Email: [REDACTED]	Update Project Contact List	July 24, 2023	Hi all, Please be aware that [REDACTED] This email inbox is for drawing requests only for available storm and road drawings. Please let me know if this is a request for drawings. Regards,	Hello [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21. The Project Contact List has been updated to reflect these changes. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca , toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca . Sincerely, The Bradford Bypass Project Team	No

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CT-DraftUEIAR-32	To: Project Team From: [REDACTED]	Email: [REDACTED]	Property Impact	July 24, 2023	<p>Good Afternoon,</p> <p>My colleague reached out back in November asking for a copy of the preliminary/draft screenshot of the property impact limits as indicated in your email below, and we have yet to see any concept showing the expropriated area of our [REDACTED]</p> <p>We have reviewed the draft of the Environmental Impact Study and see preliminary plans have been developed for our lot. Can you please send a preliminary/draft screenshot of the property impact limits as indicated.</p> <p>Thank you</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p><i>This message (including attachments, if any) is confidential and is intended for the above-named recipient(s) only. If you have received this message in error, please notify us by return email and delete this message from your system. Any unauthorized use or disclosure of this message is strictly prohibited.</i></p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please find attached below the preliminary/ draft screenshot of property impact limits to your property.</p> <p>[REDACTED]</p> <p>As your contact information is already on the Project Contact List, you will continue to be notified through email of future milestone events including filing of the Draft and Final Environmental Impact Assessment Reports (EIARs) and other updates for this study.</p> <p>If you have any questions regarding your property, please contact [REDACTED] from the Ministry of Transportation's Property Office via email at [REDACTED]</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p>	No

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CT-DraftUEIAR-33	To: Project Team From: [REDACTED]	Email: [REDACTED]		July 24, 2023	I downloaded the revised report and it is a non printable version. Where can I get a printable version? This happened with the previous draft and the Project Team sent me a printable pdf file. [REDACTED]	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>A version of the Updated Draft Environmental Impact Assessment Report (EIA) that can be printed can be downloaded at the following link:</p> <p>https://we.tl/t-drm7mW0Pr7 https://wettransfer.com/downloads/b644955f79584da61e691ca4f9fec2ff20230724192243/9107b9</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>	No

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CT-DraftUEIAR-34	To: Project Team From: [REDACTED]	Email: [REDACTED]	Meeting Minutes	July 25, 2023	Hello, I'm looking for copies of the meeting minutes and consultation records Miiqwech, [REDACTED]	Hi [REDACTED] Attached you can find the draft minutes from the June 1, 2023 meeting with Williams Treaties First Nations, discussing the Draft Environmental Impact Assessment Report. As discussed, these are the first formal meeting minutes prepared for meetings with Indigenous communities as part of this project. The Project Team had planned to discuss the minutes with the whole group at the next meeting with WTFNs, however please let us know if you have any advance comments and we will be happy to discuss them. If not, we can discuss at the next meeting. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca , toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca . 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 .	No

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CT-DraftUEIAR-11 Cont.	To: Project Team From: [REDACTED] Ministry of the Environment , Conservation and Parks	Email: [REDACTED]	Groundwater Responses	July 25, 2023	<p>Hello Bradford Bypass Team,</p> <p>I am following up on my below email inquiry about the additional comment responses for our document submission. If you could confirm the status of the responses to the other technical reviewers that would be great.</p> <p>Please note, as of Friday July 28, 2023 I will no longer be in this position with MECP. [REDACTED] (cc'ed) will be the one window contact going forward from that date. Any project documentation or emails can be sent to [REDACTED] directly.</p> <p>Thank you, [REDACTED]</p>	Response provided in CT-DraftUEIAR-11	No

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Ct-DraftUEIAR-35	To: Project Team From: [REDACTED] FROGS	Email: [REDACTED]	Complaint to Ombudsman's Office	July 26, 2023	<p>Attention: [REDACTED] MTO Senior Project Manager Ministry of Transportation</p> <p>Sir: I have been advised by [REDACTED] Early Resolutions Officer, Ontario Ombudsman's Office that I failed to follow proper protocol in filing the complaint copied below: I was advised that I should first file this complaint with you. I have been further requested to advise Ms. Amaral of the outcome of this action.</p> <p>Complaint to Ontario Ombudsman filed June 13, 2023: This is further to my earlier, June 6th, complaint about MTO's conduct of the Bradford Bypass Study that is currently in process. Details concerning my initial complaint are provided at the end of this new complaint.</p> <p>My "New Complaint: Today, July 13th, MTO issued an updated, Draft Environmental Impact Assessment Report. https://www.bradfordbypass.ca/wp-content/uploads/2023/07/RPT_2022-07-13_Bradford-ByPass-Updated-Draft-Environmental-Impact-Assessment_60636190_optimized_locked.pdf</p> <p>This report is said to update archaeological information that was still in process when the June 1st draft report was issued. The Revision History table, however, just identifies the revision as "Updated Draft Environment Impact Assessment Report". This new amended report is now 581 pages long and contains the same restrictions to commenting and printing as did the June 1 report. Table ES 3 on page x of this amended report</p>	<p>Hi [REDACTED] Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Thank you for sharing the complaint you sent to the Ontario Ombudsman's Office. The Project Team recognizes that the Bradford Bypass is of interest to the public and we welcome input as the project progresses. This includes acknowledging and responding to the concerns of all stakeholders. To gather as much input as possible, since the project was reinitiated in 2020, the ministry has provided Indigenous communities, stakeholders and other interest groups with multiple opportunities in a variety of formats to encourage meaningful consultation. This includes two Public Information Centres in Spring 2021 and Fall 2022. We also hosted two Environment, Community and Agriculture Meetings in December 2021 and December 2022 as well as an engagement and consultation review opportunity via the project website for interchange considerations at 10th Sideroad and 2nd Concession Road.</p> <p>I can assure you that the process of planning the Bradford Bypass will continue to include, consultation with Indigenous communities and the public to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities.</p> <p>In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR), which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment was published for public review from starting on June 1 until June 30, 2023.</p> <p>As you have noted, an Updated Draft EIAR was necessary to provide additional archaeological investigation information and complete the Draft EIAR in accordance with the regulations. The Updated Draft EIAR was published for public review from starting on July 13, 2023 and will continue until August 14, 2023. The Updated Draft EIAR includes Table ES-3 which lists the</p>	No

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					<p>lists 16 sections together with the executive summary where changes have been made. There does not appear to be any form of Black Lining or other notification to the reader of what wording has been changed throughout the report. This leads me to think that proper due diligence by any reader who had provided comments to the June 1 Draft Report requires a complete re-read of this report to ensure that nothing untoward has been slipped in necessitating a revision of comments already submitted for the June 1 report.</p> <p>And once again, this updated Draft report will only be available on the project website for comment for 30 days. (i.e. to August 14th). From my perspective, MTO have gone out of their way to make it nearly impossible for interested parties to conduct a competent review of their report and provide their updated comments within this extremely limited 30 day review period. As noted below, shortly after filing my initial complaint with your office, Aecom provided me with a download link to a copy of their report that could be printed and commented upon. They did not, however, make this unrestricted version available to the general public. Simply put, MTO and Aecom are displaying a highly disrespectful attitude towards the public with whom they are required by O. Reg 697/21 to consult. From my perspective, I believe this is an appropriate matter for your office to address.</p> <p>My new request of your office is:</p> <ol style="list-style-type: none"> 1. Cause MTO / AECOM to publish a report on their project website available for review by the public that does not restrict printing and commenting. 2. You cause AECOM to post this printable version on their website for at least 60 days and amend their initial notice of 	<p>sections of the report that have been updated and also includes details of the updates made to inform readers of the specific changes throughout the report. The Draft EIAR and Updated Draft EIAR were available for a total of 60 days.</p> <p>Similar to previous documents posted for public comment and feedback, the ministry has been and is happy to provide the report in a specific format upon request from the public or any stakeholders. Please find the copies of both the Draft EIAR and Updated Draft EIAR that you can 'copy/paste' and print in the following link:</p> <p><<LINK to be inserted>></p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca</p>	

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					<p>publication so that all parties will have a full 60 days to review and presumably comment on this report. Issuing this updated report in the height of the summer in such a manner that the reader cannot readily identify the updated information in all portions of the report is both unfair and disrespectful.</p> <p>My initial Complaint My initial complaint was about MTO's conduct of the Bradford Bypass Study that is nearing its final stage: Issuance of a final Environmental Impact Assessment Report for which MTO is the sole approval authority. The study is being conducted pursuant to O. Reg. 697/21. This regulation requires that MTO, through its consultants AECOM, undertake a series of studies to achieve final approval to construct the proposed Bradford Bypass. The regulation specifies certain studies and consultations to be undertaken and sets out requirements concerning these activities. The final report required to satisfy the requirements of this regulation is an Environmental Impact Assessment Report. Section 20 of the regulation addresses the preparation and publication and approval of this Report. Once the final Environmental Impact Assessment Report has been issued, it will be approved by MTO (author and sole approval authority). Thereafter, MTO will have obtained final Environmental Assessment Approval to proceed with the construction of this 8 lane, 16 Km, controlled access highway.</p> <p>AECOM, under MTO's direction (as essentially stated in their Statement of Qualifications and Limitations at the commencement of their report), posted the Draft Environmental Impact Assessment Report on the project website on June 1</p>		

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					<p>stating that it would be available for review on the web site until June 30.</p> <p>https://www.bradfordbypass.ca/wp-content/uploads/2023/06/RPT_2022-06-01_Bradford-ByPass-Draft-Environmental-Impact-Assessment_60636190_AODA_locked-1.pdf</p> <p>I downloaded the 576 page .pdf report on June 1. I was most distressed to see that I could not print any part of that report. This was the first publication from AECOM that I am aware of that contains these "protections". I have provided comments on many of AECOM's previous reports all of which permitted printing. On June 1, I emailed the appropriate AECOM project manager to respectfully request that they provide me and preferably everyone a copy of their report where printing was enabled. I explained in my email that I needed the ability to print the report so that I could bookmark items of interest and add notes which I would need to be able to provide comments to AECOM concerning the report. It is a requirement that AECOM consult with interested / affected parties and include comments in their final version of every report, stating what if anything they would do to address the concerns raised by the various parties who submitted comments. S 20 (2) 12. of the Regulation addresses the duty to consult both with First Nations Communities (Rightsholders) but also other parties such as me (Stakeholders).</p> <p>Having not received a response from AECOM to my June 1 email I filed a complaint with your office. My request of your office is: 1. You cause AECOM to publish a report that does not restrict printing</p>		

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					<p>2. You cause AECOM to post this printable version on their website for 30 days and amend their initial notice of publication so that all parties will have a full 30 days to review and presumably comment on this report. If possible please have AECOM extend the length of the review period to at least 60 days. Issuing this report at the commencement of the summer period and giving everyone only 30 days to review and comment is both unreasonable and disrespectful.</p> <p>Outcome achieved: On June 7th at 3:49 pm I received an email from the "projectteam@bradfordbypass.ca" providing me with a link to a downloadable copy of their report that permitted printing and commenting.</p> <p>Thank you.</p>		

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CT-DraftUEIAR-35	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIA	July 27, 2023	<p>Good Afternoon,</p> <p>My name is [REDACTED]. I am a fourth year university student and I am just finishing up my thesis on the Bradford Bypass for a Human Geography course. I was hoping to get in touch with somebody today or tomorrow that is working on the project and is familiar with the mitigation strategies proposed online to get a quote or two for my thesis paper? If this is possible please email me back, or you can reach me at [REDACTED]</p> <p>Your time is greatly appreciated, [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The mitigation measures for the Bradford Bypass are outlined in Section 5 of the Updated Draft Environmental Impact Assessment (EIA), that can be accessed with the following link:</p> <p>bradfordbypass.ca/wp-content/uploads/2023/07/RPT_2022-07-13_Bradford-Bypass-Updated-Draft-Environmental-Impact-Assessment_60636190_optimized_locked.pdf</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>	No

Updated Draft EIAR Comment Tracker

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CT-DraftUEIAR-35 Cont.	To: Project Team From: [REDACTED]	Phone: [REDACTED]	Draft EIAR	July 27, 2023	<i>Continued from CT-DraftUEIAR-35 above.</i>	[REDACTED] called on August 3, 2023 and asked if there were any questions she could answer. [REDACTED] stated she found the information she needed on the Project Website and submitted her thesis. [REDACTED] thanked [REDACTED] for calling.	No

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CT-DraftUEIAR-36	To: Project Team From: [REDACTED]	Email: [REDACTED]	New Stakeholder Comment Entry Form	July 27, 2023	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name --- [REDACTED]</p> <p>--- Title --- [REDACTED]</p> <p>--- Department/ Organization ---</p> <p>long-time resident and supporter of save Lake Simcoe</p> <p>--- Email --- [REDACTED]</p> <p>--- Phone Number --- [REDACTED]</p> <p>--- Mailing Address --- [REDACTED]</p> <p>--- Field ID #9 ---</p> <p>Please send communications by post mail.</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>Yes, in terms of Lake Simcoe's future.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures, as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>The Project Team is designing bridges over the Holland River and Holland River East Branch, which are listed as Scheduled Waters under the Act. Preliminary clearances provide an 8 m clearance above the water for vessels to pass through the corridor at the Holland River and Holland River East Branch crossings. Permanent navigational aids and signage will be developed as part of the final design. During Construction, the Contractor will implement measures and plans related to navigation, including such things and staging of works, temporary navigation access and installing temporary navigational aids and signage to protect the public on the waterway.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p>	No

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					<p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>Yes</p> <p>--- If Yes, please indicate the vessel type(s) used: ---</p> <p>Canoe/Kayak length</p>	<p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>	

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CT-DraftUEIAR-37	To: Project Team From: [REDACTED]	Email: [REDACTED]	New Stakeholder Comment Form	July 29, 2023	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name --- [REDACTED]</p> <p>--- Email --- [REDACTED]</p> <p>--- Phone Number --- [REDACTED]</p> <p>--- Mailing Address --- [REDACTED]</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. --- [REDACTED]</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please see below responses to your questions noted in the YouTube video linked to your email.</p> <p>1. Why would you build the Bradford Bypass through prime farmland?</p> <p>As part of the Preliminary Design, the Project Team considered all impacts and will continue to work with environmental agencies, municipalities, and other concerned stakeholders to identify measures to avoid or mitigate the potential impacts of placing new or expanded provincial highways within areas of the existing and enhanced Greenbelt lands.</p> <p>The Greenbelt Plan acknowledges the necessity of building infrastructure. The Plan allows for existing, expanded or new infrastructure in the Greenbelt if the infrastructure serves the significant population growth expected in southern Ontario.</p> <p>Potential impacts to agricultural lands as a result of the Project have been assessed with regards to the loss of agricultural land, loss of prime agricultural land, creation of severed parcels, and increased fragmentation of the land base on the designated agricultural lands. These potential impacts cannot be avoided. There are also potential impacts to adjacent agricultural lands and communities based on the proposed locations of the interchanges and by the proposed highway lighting.</p> <p>The first method of addressing potential impacts is to avoid the potential impact. In this study, the proposed future development of the Bradford Bypass lands will be a permanent use with portions of the Bradford Bypass being located within designated agricultural areas. As a result, there will be designated agricultural lands lost due to the project, which cannot be avoided.</p>	No

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					No	<p>When avoidance is not possible, the next priority is to minimize impacts to the extent feasible. The minimization of impacts may be achieved during the design process and through proactive planning measures that provide for the separation of land uses. The Updated Technically Preferred Route has taken into consideration the 2002 Approved Environmental Assessment by maintaining parts of the original alignment and employing similar techniques to minimize the corridor footprint and impact the fewest agricultural buildings, investment and agricultural operations, thereby minimizing the potential impacts to the agricultural land base, agricultural operations, and the agricultural system.</p> <p>When avoidance techniques and minimizing potential impact to agriculture have not achieved the desired effect the next priority is to mitigate any further impact. Potential mitigation measures may include:</p> <ul style="list-style-type: none"> - The use of salt management plans to reduce the amount of salt require for de-icing - The use of adequate fencing or berms and vegetated features between different land uses to reduce the potential for trespassing and potential vandalism - The use of plantings/vegetation as screens and buffers to reduce visual impacts and sounds - Implementation of surface and/ or groundwater monitoring in areas where agricultural operations make use of surface or groundwater as part of their normal farm practices - Construct or replace agricultural buildings to mitigate the loss of agricultural buildings - Provide new wells or other water access for any potential groundwater disruption <p>It should also be noted that there are opportunities for local agricultural operations with the future development of the Bradford Bypass lands. The future development of the Bradford Bypass lands will bring people closer to the agricultural areas and specialty crop areas, market garden, field vegetable areas which will result in increased potential for expanding sales of local vegetable crops from the farm markets.</p>	

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						<p>Additional details on impacts to agricultural lands and proposed mitigation measures and monitoring activities are included in Section 5.2.2 of the Updated Draft EIA, available on the Project Website:</p> <p>https://www.bradfordbypass.ca/study-process/</p> <p>2. There is not enough traffic to warrant the Bradford Bypass.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404. On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p> <p>Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p>	

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						<p>The development of the analysis and key results from the Traffic Study have been summarized in the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report (EIAR), which were available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023, respectively. The information in the draft EIAR includes the origin and destination locations that were reviewed to determine the average travel time savings during the AM and PM peak hours. Similar to the process undertaken for MTO preliminary design studies, the Traffic Study will be finalized upon study completion and will be available if requested.</p> <p>3. Why not use the roads that already exist? Green Lane, Ravenshoe Road, Queensville Sideroad, etc.</p> <p>The planning process that resulted in the 2002 approved Environmental Assessment (EA) for the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed during the Route Planning and EA Study as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 Approved EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>The Bradford Bypass Project has been modelled based on current local, regional, and provincial projections and data. This addresses the problem of "lack of long-term planning" per the Bradford Bypass 2002 Approved EA.</p> <p>The 2002 Approved EA reviewed a broad area of analysis which included several corridors, including areas</p>	

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						<p>south of the current corridor, and Highway 89/Ravenshoe Road.</p> <p>The Bradford Corridor was selected as the preferred corridor over Highway 89/Ravenshoe Road as it was beyond the maximum north limit of 10th Line / Boag Road which was assessed in a previous EA study and was determined that a Management Area or river crossing north of this would entail unacceptable environmental impact, which lead to the withdrawal of the Highway 89 EA studies in 1986-87.</p> <p>The Bradford Corridor was selected as the preferred corridor over the southern alternatives as there was no south alternative that met the primary purpose of the study to reduce out-of-way travel. The south limit was established as Highway 88 and Queensville Sideroad.</p> <p>The original purpose of the Bradford Bypass per the 2002 Approved EA was to address the "east-west" long-distance travel demand crossover between Highway 400 and Highway 404 which is a provincial responsibility and distinct from the locally generated trips which use a municipal road to access the provincial network. As noted in the report, the overall network benefits from vehicle-hours of travel time savings and vehicle-kilometres of travel distance savings are observed during the 2041 AM peak hour and during the 2041 PM peak hour in the updated interchange locations. Local roads forecasted to exceed capacity by 2031 and 2041 under the No-Build scenarios see significant relief from traffic as a result of the diversion to the Bradford Bypass in the Build scenarios.</p> <p>While the Town of Bradford West Gwillimbury owns a closed road allowance east of Artesian Industrial Parkway for 8th Line to Holland River, Hochreiter Road itself is a private road. A connection at this location would not address the primary purpose of the Bradford Bypass to connect Highway 400 and Highway 404. The local benefit of this route is likely outweighed by the reduced congestion of Bridge Street created by the Bradford Bypass. A bridge across 8th Line would still require out-of-way travel, which this study is looking to reduce, to connect to provincial transportation facilities. Improvements would likely be required on Bathurst Street</p>	

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						<p>and Queensville Sideroad. Significant property impact (similar to the Bradford Bypass) would be required for a new corridor connection from 8th Line straight to Highway 404. For more information on the 2002 Approved EA, please see the enclosed linked: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>For further information about the Traffic Study please refer to Section 4.4 of the Updated Draft EIAR.</p> <p>Please see the response to question #2.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Final Environmental Impact Assessment Report and other updates for this study.</p> <p>We encourage you to visit the Project Website (www.bradfordbypass.ca) to review information on the project as it becomes available.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftUEIAR-38	[REDACTED]	To: Project Team From: [REDACTED]	Phone: [REDACTED] Email: [REDACTED]	Remove from Contact List	July 31, 2023	<p>Voicemail:</p> <p>hi there my name is [REDACTED] and reason for my call is to ask to be removed from the mailing list email and paper mail I've unsubscribe to this via email as well I'll send another email off and it's being sent to an allegation and I am no longer act which then I have to go pick up that mail and I am no longer interested in receiving such information so please remove me from the mailing list you can reach me at [REDACTED] please call or email me to confirm thank you</p> <hr/> <p>Email:</p> <p>Good Morning,</p> <p>I hope this email finds you well. I would like to be removed from the email and mailing list. I no longer would like to receive information in regards to the Bradford Bypass.</p> <p>I would like this to start immediately. The address on file is also incorrect and I am having to collect my mail from a former address.</p> <p>Please confirm this request.</p> <p>Kind Regards,</p> <p>[REDACTED]</p>	<p>Voicemail Response:</p> <p>[REDACTED] called on July 31, 2023.</p> <p>No Response.</p> <p>[REDACTED] called [REDACTED] back on July 31, 2023.</p> <p>[REDACTED] introduced herself and said that she received the voicemail and email that [REDACTED] left and wanted to confirm to her that she is off the project contact list.</p> <p>[REDACTED] said thank you and appreciated the time to call her back</p> <hr/>	No

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CT-DraftUEIAR-39	[REDACTED]	To: Project Team From: [REDACTED]	[REDACTED]	Project Timeline	July 31, 2023	<p>Good afternoon,</p> <p>I was wondering if there is an update on the progress of what tasks have been completed for the aforementioned project, what tasks are still left to complete and the timeline for when this project will be completed?</p> <p>Sincerely,</p> <p>[REDACTED] Executive Director, Simcoe County Greenbelt Coalition [REDACTED] <i>"Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it's the only thing that ever has."</i> ~ [REDACTED]</p>	<p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>A summary of the tasks completed to date for the project can be found on the Schedule page of the study website: https://www.bradfordbypass.ca/schedule/</p> <p>Most recently, the Updated Draft Environmental Impact Assessment Report was made available for review on the Project Website (https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail design and construction phases will follow with additional opportunities for stakeholder comments during those phases.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	No.

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CT-DraftUEIAR-40		To: Project Team From: [REDACTED]	Email: [REDACTED]	BBP affect on property	August 1, 2023	<p>Hello Sir/Madam,</p> <p>This is [REDACTED] a realtor with [REDACTED] My buyer would like to purchase the above noted property, but just realize there will be partial interchange at Leslie St. As the map attached is too small, we could not figure out if it will affect the above noted property. Could you please kindly help us to find it out? It will be sincerely appreciated.</p> <p>Best Regards,</p> <p>[REDACTED] Realtor [REDACTED]</p>	<p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>There are no property impacts anticipated at the property you have identified as a result of the Bradford Bypass. Please refer to the below link containing the map of the Roll Plan: https://www.bradfordbypass.ca/wp-content/uploads/2023/07/Appendix-B_Roll-Plan_locked.pdf.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	No

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CT-DraftUEIAR-42		To: Project Team From: [REDACTED]	Email: [REDACTED]	Not in support of highway	August 3, 2023	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>No</p> <p>--- Name --- [REDACTED]</p> <p>--- Email --- [REDACTED]</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>Don't need the bypass highway. Love going to Barrie from EG through rural green country roads. I've seen how third world countries suffer when they try to build too much. Congrats on heading in that direction with this project</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Thank you for your comment. The Project Team acknowledges your concern.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>	No

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CT-DraftUEIAR-43		To: Project Team From:	Email:	New Stakeholder Comment Form Entry	August 3, 2023	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name --- </p> <p>--- Title --- Principal</p> <p>--- Department/ Organization --- </p> <p>--- Email --- </p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>This project will impact land use planning</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e.,</p>	<p>Hello </p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Bradford Bypass has been an Environmental Assessment (EA) approved corridor since 2002, and corridor protection has been in place since then. The planning process that resulted in the 2002 approved EA for the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed during the Route Planning and EA Study as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>Highway Access Management is MTO's process that manages entrances onto provincial highways, at highway interchanges and intersections, and onto municipal roads in the vicinity of a</p>	No

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						<p>recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No</p>	<p>provincial highway within an MTO Controlled Area. It is an important tool for balancing the need for highway safety and mobility with appropriate access for land development, through a coordinated transportation and land use planning approach. As the Bradford Bypass design is refined in subsequent design phases, the MTO Controlled Area around the freeway will be updated.</p> <p>Further information regarding how impacts to existing and future land uses in the Study Area might be impacted by the Project are included in Section 5.2.1 of the Updated Draft Environmental Impact Assessment Report (EIAR): https://www.bradfordbypass.ca/wp-content/uploads/2023/07/RPT_2022-07-13_Bradford-ByPass-Updated-Draft-Environmental-Impact-Assessment_60636190_optimized_locked.pdf</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Final EIAR and other updates for this study.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>	

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CT-DraftUEIAR-44	██████	To: Project Team From: ██████	Phone: ██████ Email: ██████	Concerns on the structure adjacent to Industrial Road	August 4, 2023	Hi my name is ██████ my number is ██████ my email is ██████ I have a I live in Bradford I back onto ██████ and I have some concerns of the structure on industrial road in joset its adjacent to a park and I have some questions regarding that	<p>██████ called on August 4, 2023.</p> <p>No response.</p> <p>██████ called back on August 4, 2023.</p> <p>██████ introduced herself and asked about ██████ concerns regarding the structure on industrial road.</p> <p>██████ asked if ██████ was an engineer on the team.</p> <p>██████ stated she's an Environmental Planner on the team.</p> <p>██████ said that she is opposed to the Bradford Bypass and its location near, especially around 10th and 11th Line. She said it would be more appropriate to build it along 7th and the 8th Line. She also noted environmental concerns regarding the Scanlon Creek Marshland that is near her home and the effects that this highway would have on it. She also had concerns regarding the effects of noise and pollution near her home, as there is already heavy traffic in the area and is concerned that it would only increase with the Bradford Bypass. She lives near Industrial Parkway and Disette St, and there is a proposed structure near there and wants to know what that structure will be. She also shared her concerns on how the provincial and federal governments would be achieving their climate change targets</p> <p>██████ said that she noted down her concerns and will get back to her with clarification on the structure being built near her home. She also asked ██████ if she has looked at the EIAR's that are on the website.</p>	No

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							<p>██████ said she has but still is concerned.</p> <p>██████ understood and said that the concerns that she had would be noted down and would be noted, along with other stakeholder concerns.</p> <p>██████ thanked ██████ for her time.</p> <hr/> <p>Hello ██████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Further to your conversation on August 4, 2023, with a member of the Project Team, please see the below response.</p> <p>The structure to which you were referring is the Bradford Bypass structure over Artesian Industrial Parkway, adjacent to Industrial Road, which is not designated to be an interchange. Artesian Industrial Parkway will be maintained in its existing two-lane configuration, which includes one lane in each direction. The Bradford Bypass will traverse over the road. The Updated Technically Preferred Route (Recommended Plan) for the Bradford Bypass does not preclude future Active Transportation facilities on both sides of a two-lane rural cross section.</p> <p>For more information on the Bradford Bypass structure at Artesian Industrial Parkway, please refer to Section 4.2.5.2 of the Updated Draft Environmental Impact Assessment Report (EIAR).</p> <p>The Bradford Bypass avoids the Scanlon Creek Conservation Area.</p>	

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							<p>A Noise Impact Assessment Report has been prepared in accordance with the methods and procedures recommended in the Ministry Environmental Guide for Noise (the Ministry Guide). Relevant guidelines from the Ontario Ministry of the Environment, Conservation and Parks and local municipal noise control bylaws are also considered in this assessment.</p> <p>More information on noises impacts within the project study area and initial recommendations for noise mitigation can be found in Section 5.2.3 of the Updated Draft EIAR.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options. The Project Team has also undertaken a Qualitative Climate Change Assessment to assess potential impacts and suggest mitigation options for consideration. The assessment was completed accordance with MECP's Climate Change Guide (Considering Climate Change in the Environmental Assessment Process, 2017), and considers the project's resilience or vulnerability of the undertaking to changing climatic conditions. Findings are summarized in Section 5.2.6 of the Updated Draft EIAR.</p>	

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							<p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Final EIA and other updates for this study.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>	

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Ct-DraftUEIAR-45	██████	To: Project Team From: ██████ ██████	Email: ██████	New Stakeholder Comment Entry Form	August 4, 2023	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name --- ██████████</p> <p>--- Email --- ██████████</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>Yes</p> <p>--- If Yes, please indicate the vessel type(s) used: ---</p> <p>Motorized Boats &lt;5m</p>	<p>Hello ██████</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team is designing bridges over the Holland River and Holland River East Branch, which are listed as Scheduled Waters under the Act. Preliminary clearances provide an 8 m clearance above the water for vessels to pass through the corridor at the Holland River and Holland River East Branch crossings. Permanent navigational aids and signage will be developed as part of the final design. During Construction, the Contractor will implement measures and plans related to navigation, including such things and staging of works, temporary navigation access and installing temporary navigational aids and signage to protect the public on the waterway.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified through email of future milestone events including filing of the Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p>	No

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							The Bradford Bypass Project Team	

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CT-DraftUEIAR-46	To: Project Team From: [REDACTED]	Email: [REDACTED] Phone: [REDACTED]	New Stakeholder Comment Entry Form	August 8, 2023	<p>--- 1) Does your organization wish to participate in the study and continue to receive notices of project activities or information as this study progresses? If you do not wish to participate, you will be removed from the mailing list. ---</p> <p>Yes</p> <p>--- Name --- [REDACTED]</p> <p>--- Email --- [REDACTED]</p> <p>--- Phone Number --- [REDACTED]</p> <p>--- Mailing Address --- [REDACTED]</p> <p>--- Field ID #9 ---</p> <p>Please send communications by post mail.</p> <p>--- 2) Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or provide project related comments to the Project Team. ---</p> <p>The completion of the Bradford Bypass will provide a more efficient means of transportation</p> <p>--- 3) Navigability of the Holland River and Holland River East Branch: The design and future construction of the bridges may affect current navigability within the rivers. For the purpose of protecting the existing navigable function of these waterways, please complete the following: Does your</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>We have added your contact information to the Project Contact List so you will continue to be notified of future milestone events including filing of the Final Environmental Impact Assessment Report (EIAR) and other updates for this study.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>	No.

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					<p>organization use the Holland River or Holland River East Branch within the project limits for navigation (i.e., recreation or commercial uses), or are you aware of others doing so? ---</p> <p>No</p> <hr/>		

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CT-DraftUEIAR-44 Cont.	To: Project Team From: [REDACTED]	Email: [REDACTED]	Concerns on the Structure Adjacent to Industrial Road	August 8, 2023	<p>Hello Team,</p> <p>I called last week with a question Bradford Bypass. I was impressed with the quick return call. I was not impressed with the person who said she was a planner and her lack of knowledge. She couldn't answer any of my questions. I asked her to have the engineer return my call. I have yet to receive a return call.</p> <p>My question is what is the structure that is being constructed at the intersection of Dissette and Industrial Parkway. [REDACTED]</p> <p>[REDACTED] Also is a park that backs onto this intersection as well. Noise pollution increases year to year. My sleep is interrupted and the tranquility of the park has disappeared. I understand that there is a piece of land expropriated for this structure which would place it adjacent to park.</p> <p>You can call me [REDACTED] or email.</p> <p>Thank you,</p> <p>.. [REDACTED]</p>	<i>Response drafted in CT-DraftUEIAR-44</i>	No

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CT-DraftUEIAR-47	To: Project Team From: [REDACTED]	Email: [REDACTED]	New Entry: Updated Draft Environmental Impact Assessment Report	August 8, 2023	<p>--- Name ---</p> <p>[REDACTED]</p> <p>--- Email ---</p> <p>[REDACTED]</p> <p>--- Please provide your comments on the Draft Environmental Impact Assessment Report here: ---</p> <p>Updated Draft Environmental Impact Assessment Report July 2023</p> <p>Feedback and Questions</p> <p>In general, I found the language of the second report easier to understand and appreciate the amount of time taken to complete it, given the amount of time it took to read it. I see that a number of my questions in an email sent previously have been somewhat addressed.</p> <p>Having said that, I still feel I must pose the questions and statements below given the grave concerns I have about the damage this highway will cause and simply can't fathom in this day and age that the Ontario government would engage in such a venture when there are far more viable, cost effective, safer options available that would be farless impactful on the environment and the climate. 'Our house is burning' if not flooding and this bypass will only contribute to more damage, short and long term.</p> <p>Please note that I tried to align comments and questions from the different sections of the report however this became challenging given the 581 pages where mitigations and summary tables were in different sections, and the very short turnaround time given.</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please see below the responses to your comments sent on June 28, 2023.</p> <p>1. Time and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period?</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities. In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations, have recently been finalized and incorporated into an Updated Draft Environmental Impact Assessment Report. This updated report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft</p>	No

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					<p>Has the previous draft report from April/May 2023 been removed? The reader is not able to ascertain, nor does the summary of changes provide what specific additions/alterations were made for this updated draft aside from dates and 'wording'. Please make the first draft visible to the public.</p> <p>One of the qualifications and limitations provided by AECOM is that information has not been independently verified, and may be based on limited testing and on the assumption that such conditions are uniform and not variable geographically or over time. We are talking about using outdated and limited assessments that are not now being verified as accurate current information, be it within 100 metres, 500 metres or 2 km of the proposed route in what pertains to water, air and soil pollution, threats to endangered species of wildlife, trees and aquatic life, let alone the greenhouse gas emissions caused by construction, future development of urban sprawl and local traffic congestion that will not be resolved by this non-local proposal and negates the federal Emissions Reduction Plan. Regulation 697/21, used after the first PIC, gives reliance on 1997 environmental assessment reports, for which the provincial government at the time decided that the impact was too significant to warrant going forward. Therefore, how can this project continue without a full updated environmental assessment to show things have, or haven't changed in regards especially to climate impact?</p> <p>Another qualification or limitation noted in this version is that AECOM doesn't assume responsibility for any incorrect information provided to them. Then who does and how can this project team go ahead when information could be inaccurate?</p>	<p>to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIAR and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>The Updated Draft Environmental Impact Assessment Report was available for review on the Project Website (https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p> <p>2. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas. In addition, the Project Team has consulted with local and regional municipalities, and the traffic analysis for the proposed Bradford Bypass has considered the planned local transportation and transit improvements to be implemented by others.</p> <p>The original route planning study (2002 Approved Environmental Assessment – EA) concluded that additional relief from congestion in this Study Area could only be accommodated through the protection and implementation of a provincial right of way.</p> <p>As part of the 2002 Approved EA, the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities</p>	

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					<p>Alternative #2 East Holland River Branch now states there is greater encroachment into natural areas and still impacts the river. Mitigation for any impact is unclear and only to be discussed at the time as the design moves forward. How much encroachment in square metres will there be? How much and which 'nature' will be impacted, even if only based on 1997 and 2002 assessments? How is this mitigation strategy addressing prior and effective public consultation?</p> <p>How is alternative 3 less impactful than 1 or 2 for the 400 freeway to freeway exchange?</p> <p>How is alternative 1 the least impactful for the 404 freeway to freeway exchange?</p> <p>How does alternative 2 minimize impacts on the environment for the west of Leslie Hydro One towers?</p> <p>15th sideroad and 2nd concession Rd interchanges - report doesn't indicate level of impact on environment. Why is that? What would the impact be?</p> <p>Bathurst St interchange - report states 'Smallest footprint and lowest environmental area of disturbance'. What disturbance would this be and what is meant in numerical terms by 'smallest footprint' in comparison to other alternatives considered?</p> <p>Leslie street interchange - Lowest environmental and property impacts are stated. What is this specifically?</p> <p>Overpasses and underpasses - the report doesn't indicate impact to the environment. What will the impact be? How will it be mitigated?</p>	<p>identified in York Region and Simcoe County. The need for this freeway was confirmed as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 Approved EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>For more information on the Analysis and Evaluation of alternatives, refer to Section 2.1.6 of the 2002 Approved EA, which can be found in the enclosed link: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>Further to the conclusion of the 2002 Approved EA, as part of this Preliminary Design study, a traffic analysis was completed and the result of the review has confirmed the need of the highway. This analysis included the review of existing traffic conditions and modelling of future forecast traffic conditions and it has been confirmed that updates to regional and municipal roads alone will not address the transportation needs within the Study Area.</p> <p>Additionally, 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,</p>	

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					<p>Interchange locations - report states 'Early integration and consideration of environmental impacts to the design'. What does this mean in real terms? The environment is being impacted significantly - wildlife, wetlands, water systems, ground water, air quality - where is the integration of early mitigations for all of this to the design?</p> <p>The original plan was for a 4 lane highway. Now it is planned at some point to be 8 lanes. Reg 697/21 avoids duplication of paperwork where an already previous study exists yet for the Bypass the 1997 and 2002 studies did not consider the area required for 8 lanes, interchanges and carpool spaces. How is this project in accordance with 697/21 without a full environmental study for the additional land being considered?</p> <p>It is unacceptable that mitigations on the environment will only be considered at the time that the issue arises. This planning doesn't fall within the protection of Regulation 697/21, therefore since no previous study of what the mitigations would likely have been in 1997 or 2002 applies, a full environmental assessment is needed to know what mitigations are going to have to be put in place prior to going ahead in the design. What mitigations will be put in place for each and every encroachment into waterways, wetlands and endangered species habitat?</p> <p>Some of the waterways have already been deemed hazardous so any displacement of these waters creates bigger mitigation issues. What will be put in place to safeguard no cross contamination, especially in addition due to construction and future runoff?</p> <p>How does this bypass meet the official municipal and regional master plans to</p>	<p>Bathurst Street, 2nd Concession Road, and Leslie Street would be included as part of the Study.</p> <p>3. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404. Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment</p>	

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					<p>provide ' multi-modal transportation system, improving safety, and supporting the development of healthy communities' when it is only for vehicle access, unlike a regional road system. Why is there a hold on Mulock and Innisfil GO-stations if a multi-layered approach is the plan?</p> <p>This 4-8 lane bypass will create substantial health concerns to everyone, especially children, living, learning, walking, cycling and playing in its 100-500 metre vicinity. Studies show the vulnerable locations, although outside agencies needed to correct the information missed by the project team. How is the project team and province planning to mitigate and compensate for the increase in childhood cancers, low lung function and premature birth rates?</p> <p>How is this project going to mitigate the decrease in revenue for First Nations due to contamination of Lake Simcoe, the Holland River and the Lower Landing? There is yet to be compensation or mitigation for the deterioration of the Maskinonge and Black Rivers due to 404 expansion and increased human activity in the subwatershed area. The conservation authority 2010 report also noted that a decrease in wetlands, new roads, industry and new residential, not including climate change, were impacting water quality and habitat of these systems. Even in 2008, Black River fish were downgraded to a 'C' grade and I can find no data since that indicates it has been upgraded.</p> <p>Guiding principles that the construction of the Bradford Bypass addresses include: ■ Establishing an efficient and integrated multi-modal transportation network ■ Supporting safe and reliable movement of people and goods, and ■ Integrative transportation and land use planning. PICs</p>	<p>and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p> <p>The development of the analysis and key results from the Traffic Study have been summarized in the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report (EIAR), which were available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023, respectively. The information in the draft EIAR includes the origin and destination locations that were reviewed to determine the average travel time savings during the AM and PM peak hours. Similar to the process undertaken for MTO preliminary design studies, the Traffic Study will be finalized upon study completion and will be available if requested.</p> <p>a. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis.</p> <p>b. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>As detailed in the Draft EIAR (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the</p>	

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					<p>have yet to share detailed information about the pending development both residential and industrial around the interchanges and route so that the public is aware of the degree of development that will once again congest the proposed bypass soon after it opens and why now the project is changing it to an 8 lane configuration. When will this information be shared and the data that shows the impact on congestion by 2041?</p> <p>The bypass will not be efficient to remove local gridlock, and in fact will compound it, requiring even more adjustments to regional roads in order to address this issue. Why were the regional road alternatives ruled out?</p> <p>This project team is attempting to solve a local traffic issue with a long distance transit plan. The research shows congestion will only be reduced going one way and that will be temporary as new growth around the route's corridor will increase the traffic again. What will the mitigation be for this? Both Simcoe County and York Region Master Transportation Plans advocate for efficient systems, lower to net-zero emissions, electrification of public fleets, coordination of services between regions and was only added in 2022 into their appendices when the province approved it - in other words, they had no choice. Is this not accurate?</p> <p>Bradford West Gwillimbury's Plan and East Gwillimbury's Plan were created with the understanding that the bypass would solve its local congestion issues. Has renewed consultation with all of these councils, municipal and regional, taken place now that the bypass is going to be 8 lanes prior to 2051 and will increase air and water pollution for their residents as well as increase hospital and medical needs prior to</p>	<p>Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAR).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p> <p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. The model indicates that by expanding to the ultimate 8 lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>For further information about the Traffic Study please refer to the response to Question #3 and Section 4.4 of the Updated Draft EIAR.</p> <p>4. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the highway 150 m to the south of the technically preferred route, which would have completely run over the Lower</p>	

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					<p>2051 at least for those residing within 500 metres of this highway?</p> <p>Where is the guiding principle for the protection of the environment and human health?</p> <p>Have the councils been appraised and are they getting a renewed opportunity to address the increased encroachment into nature and the greater risk now to already threatened species due to the increase to 8 lanes?</p> <p>Are these councils getting a renewed opportunity to address the fact that tier traffic demand expectations will not be met by 2051 since the population and growth around the route corridor will create more traffic and remove any reduction of travel time saved?</p> <p>The Township of King's plan also speaks to environmental conservation and 'no adverse impact'. Are they getting an opportunity to adjust their commitment now that there is greater encroachment into nature, that there is adverse impact?</p> <p>The Township of King, and all the other plans include 'Promot(ion of) alternative modes of transportation to the private vehicle to address the impacts on climate change'. Aside from an HOV lane to come much later, how does this bypass meet that component?</p> <p>Wetlands are crucial to drawing down greenhouse gas emissions; highways create more GHGs. 81-216 metric tons of carbon can be absorbed per year per acre of wetland. So for 10.75 hectares that's 5735 metric tons when the highway was only to be 4 lanes. How much more will be lost to 8 lanes? How can the team justify taking away this climate saving wetland?</p>	<p>Landing (pg 148). But the Draft IA states, "the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <p>a. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request.</p> <p>b. Have First Nations be consulted about this part of the plan? Please provide written evidence of their approval of this route.</p>	

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					<p>What will it do to mitigate the loss of this amount of carbon capture?</p> <p>How will the team mitigate for the 19 unevaluated wetlands as well as the provincially significant ones, given that a full study has not been done to know what mitigation is required?</p> <p>147 hectares of possible endangered and threatened species habitat and vegetation removal with a general statement that hopefully not all 147 hectares will have to be removed. How much of the unmoved 147 hectares would then become useless as habitat?</p> <p>97.87 hectares of mature forest with 31.02 impacted directly. How much of the remaining 66.85 hectares of forest will be damaged long term due to concentration of air, soil and water pollution? 98 hectares of healthy mature forest absorbs approximately 980 tons per year. What are the specifics to mitigate this?</p> <p>64.16 hectares of meadowland - critical to biodiversity in this region. How many of the remaining 43.8 hectares will be contaminated from runoff, air, soil and water pollution?</p> <p>9.03 hectares of thicket impacted directly - critical to the habitat of endangered birds in the area; how much of the remaining 7.78 hectares will be damaged by pollution?</p> <p>22.44 hectares of marsh with 6.25 hectares impacted directly; once you drain from an area of marshland, does the water level of the whole marsh not change? As such, almost all of the 22.44 hectares would be impacted? When a marsh is drained, it also alters its composition as it is exposed to more oxygen and thus more chemical changes occur and in fact carbon emissions occur instead of being captured. How will</p>	<p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details are included in the Updated Draft Environmental Impact Assessment Report available on the Project Website (https://www.bradfordbypass.ca/study-process/) for public review until August 14, 2023.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team completed site specific Stage 3 archaeological assessments for areas within the Study Area that were identified as having archaeological potential in accordance with the Stage 2 archaeological assessments.</p> <p>It is common practice for Stage 4 archaeology work to be completed during Detail Design. Limiting the impact to Stage 4 archaeological sites where feasible is one of the Project Team's main priorities. As a result, the Project Team will determine the exact impact limits to archaeological sites during subsequent design phases of the project. To avoid unnecessary excavation, the Project Team will then undertake the Stage 4 archaeological assessments. Any Stage 4 field work that will be undertaken must engage interested Indigenous communities.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06</p>	

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					<p>this loss of carbon capture marshland be mitigated?</p> <p>59.13 hectares of various swampland, with 30.26 impacted directly. How much of the remaining 28.87 hectares will be impacted by the drainage, pollution and the change in water level? Swampland is a very sensitive component of our ecosystem and if the water table changes, microorganisms become invasive and degrade the soil/peat/swamp structure. Ecosystems of this nature are very difficult to replicate. How, specifically, will this damage to climate efforts and biodiversity be addressed?</p> <p>The loss of marshland to this project may be 0.4% of the provincial total yet it does not consider the amounts that will also be destroyed by the proposed 413, greenbelt 'land grab' sprawl, so to justify as a provincially assigned team that it's really not that much, is misguided and inaccurate on the grander provincial scale. Furthermore, when other alternative options exist, manipulating the definition of 'development' to suit this project is undermining the true intent of the Greenbelt Provincial Policy Statement and frankly, deplorable.</p> <p>A total of 332.08 hectares of environmentally sensitive and carbon capture land will be impacted, not only the stated 146.72 hectares. And in its place the government is putting a major highway that will increase the carbon footprint rather than decrease it over the next 20 years. How can this be justified to save 33 minutes for anyone going from 404 to 400 for the purpose of what? Recreational? Most people have their limit on how far they will drive for work. How many people will be going from say Barrie to Markham to justify that amount of damage and expense? We are supposed to be moving to buy local, farm to table, live where you work. How</p>	<p>of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAR.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> - Alderville First Nation - Beausoleil First Nation - Chippewas of Georgina Island First Nation - Chippewas of Rama First Nation - Curve Lake First Nation - Hiawatha First Nation - Mississaugas of Scugog Island First Nation - Kawartha Nishnawbe First Nation - Georgian Bay Métis Council, and - Huron-Wendat Nation <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>5. Table 2-2 lays out the 12 species present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do a detailed study later on. This is a good example of study following decision or destruction, and is in violation of the standard EA practices. There are no commitments to the protection of species at risk in this document.</p>	

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					<p>does this bypass support that when it doesn't even alleviate local traffic issues?</p> <p>The report notes that the banks of the Holland River East Branch are not good habitat sites but that is where the deer are now forced to live due to human encroachment. This project encroaches further into their habitat, dismal as it is. This bypass in effect will 'corner' the deer population or force them out during construction? Is that the intended mitigation, that the deer will move on? What mitigations will be put in place to protect the deer wintering areas?</p> <p>Is the project team addressing the fact that designated 'significant' wetlands and environmentally sensitive lands between Yonge and 2nd Concession Rd may also cause the Minister of Climate Change to intervene? What mitigations are in place to protect these areas that are critical to Canada's role in drawing down carbon emissions. No percentage is worth losing at this point.</p> <p>Greenbelt land - the federal government is now looking into the impact of development on the Greenbelt in regards to endangered species. It has intervened in Quebec, it is intervening for the Rouge National Park and is considering intervention for the Duffins Creek area. Will the project team be considering greater mitigations like using alternative regional roads in order to avoid federal intervention?</p> <p>How will the rare Deciduous Hickory Forest be protected?</p> <p>The Eastern Meadowlark lives primarily in grasslands; this project will be taking away its habitat; the Mallard duck and Blanding's Turtle will be impacted by runoff into the water systems where it lives; and the Yellow Warbler breeds in thickets, dense shrubs</p>	<p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIAR requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the preliminary design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIAR and include:</p> <ul style="list-style-type: none"> If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 	

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					<p>and willows; this project is removing/reducing its breeding areas. What specific mitigations will be put in place for the 9 birds that are either MBCA protected or species of concern?</p> <p>12 species of wildlife at risk - the mitigation seems to imply that the species either move themselves elsewhere or when it comes to it, if there are any left, they will be removed elsewhere. Is this a correct interpretation of statements like 'all agricultural fields present within the Study Area may provide future opportunities for nesting depending on the crop selection in a given year' and 'targeted crepuscular bird surveys will be completed during Detail Design'?</p> <p>When the mitigation states it will take a survey, what will it do with the survey information even though construction will already be under way at that point?</p> <p>Black Ash - endangered and confirmed present yet there is no mitigation noted, just its location and where it tends to grow. What is the specific mitigation to protect it? Clearly, if not already killed by the Emerald Ash Borer, we should be protecting them. How will the project team protect them?</p> <p>Butternut - endangered and confirmed and also likely habitat for the Yellow Warbler et al yet no mitigation is specified. How will it be protected?</p> <p>4 species of concern were confirmed present in the study area yet no mitigation is noted. The turtles and Western Chorus frog, eluding observance so far, will be impacted by the runoff into the water systems. What mitigations will be put in place about runoff such as using a salt alternative in the zones that are applicable?</p>	<p>1. Fencing should be installed immediately after stockpiles are created if after April 1.</p> <ul style="list-style-type: none"> It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017). Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These preliminary mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further detail on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <p>a. The Draft IA report identifies that the Williams Treaties FN reported American Eel and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the federal enforcement.</p> <p>b. What is Ontario going to do to stand by Canada's obligations to First Nation treaty and consultation rights?</p> <p>c. Will the American Eel's presence be investigated with new field work.</p>	

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					<p>Why will the Final Assessment report be written before the Fish and Fish Habitat assessment is completed?</p> <p>'Fisheries ecologists visited the sites to document existing habitat conditions to assist in determining whether the proposed works may result in a Harmful Alteration, Disruption or Destruction, or the death of fish, and therefore requires a Request for Review by Fisheries and Oceans Canada and potentially a Fisheries Act Authorization in subsequent design phases.' Does this mean potential was found for harmful alteration, disruption or destruction and therefore the project team has to consult at other stages to ensure this doesn't happen?</p> <p>Am I correct in understanding that the project team overruled or ignored the consultation information provided by Williams Treaty First Nations in regards to the American eel and Northern sunfish being present in the Holland River and that because their presence wasn't documented with the Ministry, the team can ignore their possible presence? Not only is this an insult to the First Nations reporting it to you, but clearly further study is required with the support of that First Nation who has noted their presence. Will this occur to comply with the spirit of reconciliation and such programs as Indigenous Guardians and Networks, and Target 21 from COP15?</p> <p>What does it mean in real terms if the EX-CL-400-4 has been abandoned? Has it been abandoned by this project team or by the municipality in question? What does that mean in either case for the runoff in that location from the bypass?</p> <p>While the report indicates the current runoffs along the proposed route, it doesn't state the impact that the bypass will have on these runoffs.</p>	<p>It was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAR.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p>	<p>6. Please confirm our understanding that has been no discussion of, and that there</p>

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					<p>The Maskinonge River is already contaminated with a number of environmental groups indicating to governments the problems due to current runoff, invasive species and Aerodrome Fill/dump issue. July 19, 2023, the federal government released \$48,800 in funding of the needed \$77,000 to clean the river up for species. As stated in the report, this river runs into Lake Simcoe. The conservation authority also received funding to reduce phosphorus and soil erosion by planting riparian areas along the East Holland River and \$17,150 for the Roches Point Eco Park project on July 17, 2023. These projects are part of the federal government's \$30 million program over five years to preserve and protect Lake Simcoe. What financial contributions will this project team recommend to the provincial government to offset the additional cleanup that will be needed due to runoff from the bypass, that will both flow into the Maskinonge, Humber, potentially Black River watershed and consequently into Lake Simcoe?</p> <p>Will the team also be mitigating the use of a salt alternative to minimize the potential pollution as this wasn't clearly stated in their best practices?</p> <p>Culverts EX-CL-400-1 and EX-CL-400-5 do not satisfy any of the three Design Criteria, Culvert EX-CL-20 did not satisfy the Overtopping Criterion (no road overtopping during the 100-year storm) and the 50-year Freeboard Criterion, Culvert EX-CL-404-2 is an existing structural culvert (but does not note if it meets the three Design Criteria), EX-CL-14 (Metrolinx Culvert) does not meet any of the standards - management plan section 5. What happens now with this information?</p> <p>Changes from 2002 to 2020 in groundwater and hydrogeology including applicable</p>	<p>are no studies looking at impacts to Lake Simcoe.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>a. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area." There is no credible groundwater protection water. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>The risk of spills during construction of the project will be primarily limited to petroleum products from machinery (fuels and lubricants). The use of best management practices for handling of hydrocarbons according to the Ministry of Environment, Conservation and Parks and the Technical Standards and Safety Authority of the Ministry of Government Services will reduce the potential of</p>	

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					<p>legislation and environmental conditions are noted yet the public needs to wait until the final report to know about what the concerns may be and what mitigations are being offered. Why is this not something that will be prepared and made public before the final report?</p> <p>'In the case of this project, potential well interference is anticipated to most likely be limited to shallow drilled or dug wells completed at similar depths to the respective excavation and dewatering depths. These water supply wells could potentially experience lowering of the water levels where they access permeable shallow surficial soils that are under active dewatering. The potential radius of influence from the project needs to be determined during the subsequent Detail Design dewatering assessments for each excavation that extends below the water table.' Are the minimum 27 residents that will be impacted by this being informed now about this issue? Seems like many have not responded to the 'survey'. Is the municipality not able to identify which residential wells would meet the possible criteria for mitigation? What will be the mitigation for these wells and will this increase the overall cost of the project and by how much?</p> <p>'The calculated radius of influence at each dewatering location shall be summarized and reported on by the subsequent Detail Design designer.' Please explain why appropriate scientific studies cannot be implemented now in order to advise the public of the potential issues instead of when the project is underway and it is too late to consider an alternative?</p> <p>'If it is determined during subsequent Detail Design and Construction that such a potential exists (deeper wells), measures to</p>	<p>environmental adverse effects associated with petroleum product handling and uses. Spillage of petroleum products must be immediately remediated according to these standards such that groundwater quality is not impacted.</p> <p>Mitigation plans will be generated during future phases of work for the project and for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge shall be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p> <p>For more information about the Groundwater Protection and Well Monitoring Plan please refer to Section 5.1.4 of the Updated Draft EIAR.</p> <p>b. How exactly is the province going to monitor groundwater discharges to ensure they meet Ontario's water quality standards?</p> <p>c. What penalties are contractors going to face for violating the discharge requirements?</p> <p>d. If penalties are not enough to compel adherence, what next?</p> <p>e. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe?</p> <p>f. Please confirm is monitoring will continue or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and assessed during the subsequent detail design phase of the project."</p>	

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					<p>address this issue should be considered.' What measures to address issues will be considered and will those residents be informed prior to the final report?</p> <p>Approximately 260 wells will likely be impacted. Are all those resident owners/businesses also aware in addition to those in close proximity?</p> <p>What further steps will be taken for the 88% of well owners who didn't respond to the survey? Why is this number so high for non-respondents? Typically survey responses range from 40-60% completion. Has the team considered the wording of the survey, the timing of the Door to Door? What further support will be provided for these residents?</p> <p>'Some of the installed monitoring wells could not be accessed during the hydrogeological investigation'. How many are 'some'?</p> <p>'Approximately seven monitoring wells were installed after August 2022 by Golder/WSP which are to be assessed during Detail Design'. If 7 of the 13 wells were installed after August 2022, does that mean there were only 6 wells in the assessment and of which 'some' of those six were damaged? Is the report stating that only 2 wells have been assessed and those are the 2 that are being assessed now?</p> <p>Why did the team not wait until the majority of wells were in place prior to the assessment?</p> <p>Monitoring the wells as the project continues is a positive thing, however, the purpose of the Golder/WSP wells is to anticipate possible impact on water level and issues that might arise and give reassurances. How does waiting until later in the project design help address this?</p>	<p>The Groundwater Monitoring Program includes groundwater level monitoring and groundwater quality monitoring to establish the pre-construction baseline conditions for comparison of data collected during and post-construction.</p> <p>During the Preliminary Design study, Golder Associates Ltd. (Golder) installed monitoring wells during the ongoing geotechnical investigations. Monitoring is expected to be completed within these same monitoring wells during all future phases of work for the Project, including construction. Residential monitoring wells will also be part of this program if they fall within the Radius of Influence of the excavation dewatering and permission to enter is granted to gain access to monitor the well. Detail Design will inform the need for further groundwater investigations.</p> <p>Penalties for discharging any deleterious substance or material to the lands will vary based on the federal, provincial or municipal legislation that might be violated. Beyond legislated penalties, contractor behavior is monitored by the Ministry and poor behavior may result in additional financial or reputational impacts. The Ministry's process for selecting contractors to support future phases of the work for the project also includes consideration of past performance and assessment of the contractors understanding of the project and sensitivities within the Study Area. Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIAR, and will be carried forward to subsequent phases of the project.</p> <p>g. Explain what kind of environmental impact would make the project stop; or is any impact acceptable?</p> <p>This government takes environmental protection seriously and is implementing a path forward that will ensure environmental protections are not compromised while building this much needed project quickly and safely. Current work on the Bradford Bypass project will continue to be subject to all conditions under Ontario Regulation 697/21.</p>	

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					<p>One bypass crossing was deemed to be in "Transitional or Stressed" conditions and with "Moderate" erosion risk - which?</p> <p>Bypass Crossings - 3 reaches were deemed to have degradation - which?</p> <p>The predominant peat and muck located around the Holland River and Holland River East Branch are carbon capture locations. Previous studies demonstrate how runoff compromises the composition of peat and muck (Journal of Hydrology Volume 182, Issues 1-4, July 1996). Therefore, the high water table will not continue to 'preserve' the peat and muck once salt runoff begins. What will be done to mitigate this and/or the loss of carbon capture in this area?</p> <p>Future development plans indicated through 5,7, 8, 9 & 10 on the provided map are residential in nature, within the study area of the bypass route. There are significant impacts to human health due to proximity of this bypass to these developments. How will this issue be specifically mitigated in planning? Are municipalities being made aware of this issue by the Ontario government's Ministry of Health?</p> <p>Figure 2.7 shows the significant amount of prime and specialty crop land in the study area that will be impacted by soil contamination, runoff, air pollution etc. 42/61 farms have class 1-3 soil; are these the farms that will no longer be active agricultural land?</p> <p>Is there no scientific research that would indicate the degree of vibrational concern in relation to proximity to a highway of this nature, rather than 'wait and see' if we need to do anything about it after the fact? The federal government provides recommendations such as increasing the distance between the proposed highway</p>	<p>In accordance with Ontario Regulation 697/21, the Project Team has undertaken several environmental impact assessments to identify and document the potential impacts, proposed mitigation measures, and environmental commitments, which are summarized in the Environmental Impact Assessment Report (EIA).</p> <p>The Ministry of Transportation must also comply with all current federal and provincial environmental requirements. This includes consultation as set out in the regulation and obtaining permits and approvals for the project prior to the start of construction. Obtaining these permits and approvals, which are mechanisms to help protect the environment, confirms that the ministry has met or surpassed the environmental requirements.</p> <p>h. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>i. Does this meager bit of help extend to those who did not provide baseline information about their well water?</p> <p>j. If there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>MTO will work with owners of water wells who experience issues to determine if the issue is the result of Bradford Bypass project activities.</p> <p>If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available)</p>	

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					<p>and buildings, improving the soil structure and utilization of in-ground pile barriers. Humans are sensitive to vibrations in the range of 8-80 Hz; a highway with traffic vibrations typically are 5-25 Hz. Therefore, it is logical to presume that the residential, educational and business locations in proximity to this highway will face sensitivities to its vibrations during construction and over time. One doesn't need to 'wait and see' based on research from other studies. Why is this team choosing to wait? Moreover, are any current buildings in the study area being inspected prior to, during and after construction for vibrational damage? Conversely, would the construction of pile barriers be an early mitigation to prevent issues arising?</p> <p>Nitrogen dioxide is dangerous at very low levels - it is shown at 98% of the standard so is very quickly going to be a greater concern once population and development grows in the study area, as well as the indicated Benzene and Benzo pyrene. What studies show that these numbers will drop within the 10 years after construction of this bypass? Research and science indicate that fossil fuel combustion, especially car fuel, increases the levels of nitrogen dioxide (SOCAAR Near-Road Air Pollution Pilot Study 2019). Without this bypass, the study area is only 2% away from exceeding the national ambient air quality guideline, let alone the impact for acid rain on crops and soil deemed class 1-3 in the area and the corrosive nature to building structures. Smaller local road systems accumulate less concentrations, especially from large trucks. The Bypass attracts large transportation vehicles and therefore, concentrations of toxic gasses will be higher when the bypass is built. What is the province's assigned project team proposing to mitigate to deal with this aside from hoping that there will be more EVs on the road?</p>	<p>the Ministry will undertake to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the Ministry, until remediation measures have resolved the issue.</p> <p>A water well survey was completed for the project to determine the pre-construction assessment of private well supplies in the vicinity of the Study Area noted above. Where no response was provided from Property Owners as part of the water well survey, an additional attempt shall be undertaken during Detail Design to contact these owners via mail, email, phone calls, site visit, etc. This information will be used to provide a baseline for water wells prior to the proposed construction to determine existing water quality and quantity of each property.</p> <p>7. How much is this project going to cost?</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>8. When will the Bradford Bypass be completed?</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p> <p>9. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>The Ontario government is committed to fully funding the construction of the 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.</p> <p>A four-lane configuration is planned to be constructed first with two general purpose lanes in</p>	

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					<p>Benzene and benzo pyrene cause red blood cell damage, damage respiratory systems and are cancer causing, all especially in children. Benzo pyrene is already in the lethally critical to health zone and the % level of benzene has tripled in 4 years to 75%, and that was 3 years ago. Previous studies show that major highways and major highway intersections have greater concentrations than typical roads. Why is the project team not revisiting the alternative regional road options when seeing all this critical health, climate and environmental impact data? Even though there is no apparent mandate to relay the health impacts in PICs, surely moral ethics should be involved. Would you raise your child and have them attend a daycare and school 100-500 metres from this bypass?</p> <p>The team updated 2002 contamination studies that had been done in regards to future highway encroachment into contaminated land use waste sites. How do the 2020 Contamination studies compare to this information?</p> <p>Why are the assessments of 159 new possible contaminated locations waiting until Detail Design phases?</p> <p>It is highly likely given the multiple red zones in the designated route area that construction will encroach into waste contamination locations. What are the specific environmental work and mitigation plans when construction meets with contamination? How will the river sections that are there be protected against further contamination?</p> <p>Figure 2.11 shows high and medium contamination areas. Are any of the 159 new locations in these areas?</p>	<p>each direction. To plan for the future, the Ministry is also considering the design of an ultimate eight-lane design for the Bradford Bypass. The ultimate, eight-lane configuration for the project will feature three general purpose lanes and one HOV lanes in each direction.</p> <p>10. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <ul style="list-style-type: none"> a. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health? b. Will you put air quality monitors in Bradford? c. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket? d. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there? <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIA. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health</p>	

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					<p>5.2.7 Where can the Human Health Implications Scoping Report (Intrinsik, May 2023) be located?</p> <p>The Snowflux Profile is a 6.6 year study but dated 2008. What considerations have been made for a change in this in the last 15 years due to climate change?</p> <p>Landscaping impacts and mitigations - will mature trees be replaced with mature trees?</p> <p>The traffic study indicated "The majority of movements were shown to operate at acceptable levels during both peak hours. Traffic operations at intersections throughout the Study Area are shown to operate at mostly acceptable levels." Given this is the case, surely this shows that simple lane expansion of some of these regional roads would suffice to alleviate both local and long distance traffic? Does this not reinforce the argument for alternatives to the proposed Bypass plans?</p> <p>3.1.1.3 Alternative 2 preferred I agree with this given it leaves more mature trees intact, if indeed those trees will remain and it indicates full consideration of the environment at that location.</p> <p>Holland River East Branch conceptual alternatives 2 and 3, while meeting the criteria mentioned for the desired change, also appear to take out substantially more trees and wetland than the original. Is this the case? Will this be mitigated with mature trees to replace mature trees? Have the environmental impact studies previously considered this area in regards to endangered species location and habitat?</p> <p>10th Sideroad alternatives: the still preferred alternative 1 favours human and traffic considerations over the environment when</p>	<p>factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p> <p>The Project Team is currently utilizing the National Air Pollution Surveillance air quality monitoring stations to assess air quality levels. Five years of existing data sets were analyzed from stations within the region, and the complete data set from the closest station or most representative station for each contaminant of concern was selected to represent the background air quality for the Study Area. Due to the proximity of the Study Area to the</p>	

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					<p>alternative 3 is a feasible alternative and does less damage to the environment. Alternative 3 should be used vs Alternative 1.</p> <p>While I am totally opposed to the Bypass given the amount of mature forest and woodland removed, I am especially opposed to the Bathurst interchange for this reason and the damage that air and runoff pollution will cause to the remaining trees. Why is an interchange necessary at this location at all? It is forest, field, marina and farmland with no adjacent developed residential and existing roads would suffice. As stated, the main users are trailers and farm equipment. Even proposed sites for transportation facilities have not yet been approved by municipalities.</p> <p>2nd Concession Road: the 'preferred' alternative 1 does nothing to consider the environmental footprint. Alternative 3 is a viable option, and alternative 2 is at least a compromise. Alternative 3 should be used. Environment should take priority over human benefit for an offramp.</p> <p>Roundabouts should be used wherever possible to reduce energy footprint and need for further infrastructure, however, not to the detriment of the environment - ie. taking out forested areas.</p> <p>BR 12 & 14: Have designs been approved?</p> <p>Traffic Model Analysis: How long will the local roads forecasted to exceed capacity by 2031 and 2041 under No Build scenarios see relief in a 'build' scenario? There are already development plans along the route and so this data is misleading.</p> <p>What are the traffic and time saving scenarios if regional roads were expanded instead of Bypass build? 33 minutes should</p>	<p>Toronto Area, monitoring stations within the City of Toronto were given preference as the one of the most representative locations for the air quality contaminants of concern. As such, Roadside Wallberg – University of Toronto monitoring station, North Downsview monitoring station, Gage Institute monitoring station (all located approximately 38 – 53 km from the Study Area) were used. The nearest monitoring station is in Newmarket. Additional information regarding the assessment of potential air quality impacts have been summarized in Section 2.2.4 and Section 5.2.4 of the Draft EIAR.</p> <p>Land has been designated for the Bradford Bypass since the 2002 Approved EA was completed. As noted above, consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts and is critical to a project's success. The ministry is actively consulting and engaging with private landowners, developers and school boards within the Study Area. Engagement and consultation has included having a project website and telephone line, having a project contact list for regular project updates, providing notices and correspondence via email, mail, and Ontario Government Notices in local newspapers, hosting public information centres and online events, and holding meetings with Indigenous communities, municipalities, environmental agencies, and stakeholders. More information on the project consultation activities are included in Section 7 of the Updated Draft EIAR.</p> <p>11. Traffic modeling to produce the air dispersion model is not robust or transparent. The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The comparison of build with no-build is not valid because the values in Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be</p>	

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					<p>be compared to the no build scenario with expansion of regional and local roads, or GO station development.. Repeatedly stated, it has been argued that the latter would be less costly, less damaging to health, environment and climate yet no comparison is being initiated by the Team. Why is that?</p> <p>Action 5 recognizes the pending damage to wildlife, habitat, endangered species yet the mitigation is non existent. Moving a few nests with permission, hoping that the wildlife will come back after construction, that it will adapt to humanization, light and noise pollution is not mitigation. Waiting to see what will be done also is not planned mitigation. IF there is not a viable solution, then the Department of Natural Resources and/or the federal Ministry for the Environment and Climate Change must intervene. There is mandated legislation to prevent exactly this kind of destruction from occurring for human gain.</p> <p>Section 5 also states wildlife will be likely, especially deer losing 42 hectares of wintering area. by injury or mortality during construction without mitigation. This also doesn't mention the impact on human injury or mortality. What then is the mitigation prior to construction?</p> <p>Chimney Swift - the Endangered Species Act must be invoked to protect not authorize.</p> <p>Bat species at risk: 58.91 hectares of habitat impacted but the mitigation is to move things prior to their roosting. The Endangered Species Act must be invoked to protect not get authorization; likewise for Eastern Whip-poor-will, Bobolink and Eastern Meadowlark, Blandings Turtle and Least Bittern. How many species will this project knowingly/eradicate?</p>	<p>significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification. It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. The report predicts significant exceedances for NO2 and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health impacts of NO2 exceedances may be extremely severe and will impact on the Charter rights and human rights of</p>	

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					<p>Black Ash: Nothing should be done to these trees until a decision is made as stated in January 2024, otherwise, the Endangered Species Act should be invoked to protect.</p> <p>Notably the deer may benefit from a pass in conjunction with the fencing. Thank you for including this recommendation and others such as that to ensure monarch milkweed is reinstated if removed and avoiding nesting and habitat areas, and also protecting fish and their habitat during the proposed Holland River East Branch construction (though riparian habitat will be lost).</p> <p>I will concede that the recommendations to protect wildlife are better than in the first draft, however, that does not balance the irrevocable damage this bypass will do and many mitigations are still too vague.</p> <p>How do we know which of the mitigations are commitments vs recommendations? Seems to me that a recommendation does not need to be followed unless it is supported by the Endangered Species Act requirements. How will accountability for this be managed and how will the public be made aware?</p> <p>Is the Access Management Plan mandatory to follow?</p> <p>In the tables listed in Section 5, the term 'shall' is used. Is the team's understanding that this is the same as 'must'?</p> <p>Stormwater management was used for the 404 extension yet damage still occurred to the Maskinonge River and watershed. What is the difference between what was done then and what is proposed now for the Bypass?</p>	<p>residents in the study area and beyond without justification for the need for the project.</p> <p>Study Area, MOVES3 data, vehicles and assumptions:</p> <p>In order to model relevant vehicle types within the Air Quality Impact Assessment Study Area, MOVES3 data was input to the model and refinements were made to exclude fuel types such as ethanol given these fuels are not readily available for use in Ontario. Fuel inputs utilized in MOVES3.0 modelling at the time of the assessment included: Fuel Type IDs 1, 2, 3 and 9. ID 5 (ethanol) was not included as flex fuel cars and fuelling stations are not readily available in Ontario. The specific source type fractions utilized for various vehicle types applied within the project study area and the related fraction of expected vehicle usage for both passenger-class vehicles and heavy-class vehicles, including the distribution of vehicle types in the heavy truck vehicle category, were combined to create representative vehicle emission for vehicle class that can reasonably be expected to be in use in 2041.</p> <p>Highway 400/404 corridors were included in the Air Quality Impact Assessment. The full air quality study area is shown in Figure 2-9 of the Updated Draft EIAR and demonstrates that the air quality study area included emission sources within the boundary of assessment, including but not limited to Highway 400 (500 m south of Rural Rd. 88 to 500 m north of Concession Rd. 11), Highway 404 (500 m south of Queensville Sideroad E to 500 m north of Boag Road), the entirety of the proposed Bradford Bypass, Bridge Street, Holland Street W, 10th Sideroad, Young Street/Barrie Street, and Queensville Sideroad.</p> <p>Traffic distributions and truck traffic:</p> <p>The same Average Annual Daily Traffic (AADT) were used for all scenarios. AADT values for each air quality emission source vary between the three scenarios evaluated based on projected existing traffic within the study area, and future no-build and build traffic projections however the same 24-hour</p>	


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					<p>It is good to see Salt Management includes Canada's Climate Change Code and the best options are being proposed however it doesn't state specifics. Who will be monitoring this?</p> <p>Well water contamination. The report states: "If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures." yet it does not specify if the Ministry will pay for the remediation except for the temporary bottled water. Will the Ministry pay for remediation?</p> <p>Are the residents in the noise sensitive area aware that a noise barrier wall is being considered? When will they know it will be built?</p> <p>Will the potential noise barrier wall cause further impact to the water it crosses?</p> <p>Emissions of construction vehicles and equipment: the report uses the term 'should be' for mitigations to reduce emissions. Is this the same as mandatory and who will oversee to ensure accountability? Does this fall under the Compliance Monitoring Plan?</p> <p>Fugitive dust: the term 'may be used by the construction contractor'. Who is ensuring accountability for this? Does this fall under the Compliance Monitoring Plan?</p> <p>Similarly, for contaminated soils, the term 'should be' is used. Who will be overseeing the contractors to ensure accountability as it also states that it is the contractor's responsibility. Is it the latter's responsibility alone? Does this fall under the Compliance Monitoring Plan?</p>	<p>traffic distribution percentages were applied. Three representative 24-hour distribution percentages were applied to the air quality emission sources. These were applied to a given source of emission depending on the type of road in question, e.g. a "Leslie St." 24-hour distribution was applied to air quality emission sources which were categorized as community arterial roads; a "HWY 400" 24-hour distribution was applied to air quality emission sources categorized as highways; and, a "2nd Concession Rd" 24-hour distribution was applied to rural roads. These same 24-hr distributions were applied to the assigned source for all three scenarios of evaluation (existing conditions, future no-build, and future build).</p> <p>Fuel usage distribution [i.e. diesel, gasoline, CNG, etc.] and vehicle age distribution within each vehicle type category were modelled based on MOVES3.0 default fuel use and age distribution database inputs assigned to the year of evaluation. Heavy truck traffic was included in the modelling with a percentage assigned to each air quality emission source anticipated from this vehicle type.</p> <p>Health Impacts, Critical Receptors and Background/Study Area Monitoring Data: The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAR.</p> <p>The Project Team is aware some critical receptors have been identified as 'missing' by a number of stakeholders. Having reviewed the data, these 'missing' receptors were included as residences in the Air Quality Impact Assessment. Potential impacts at the 'missing' receptors within the Air Quality Impact Assessment Study Area are reflected in the assessment by other, nearby critical receptors and receptors identified on Figure 2-9 and 2-10 of the Updated Draft EIAR.</p>	

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					<p>Emissions, pollution levels and climate change: table 5.17 indicates that emission conditions at 100 km/hr speed, are better in the future with a no-build scenario for almost all the gases: 8.3 vs 13.49 NO₂; 697.07 vs 737.27 CO₂ and so on except PM and Acrolein and in fact, PM_{2.5} and Acetaldehyde and Benzo Pyrene are worse with the build than current conditions therefore how is building this bypass beneficial to climate change, let alone air pollution and human health? It doesn't matter what the notes are that spike the projected readings for the build scenario emissions, the emissions are clearly still higher than a no build scenario. Am I reading the chart incorrectly?</p> <p>This goes likewise for table 5.18 at 110 km an hour.</p> <p>Table 5.19 only compares the data of build with the 2019 emissions - where is the percent for the future no build scenario? Based on tables 5.17 and 5.18, it would be even less than that of the build percentage and therefore better overall.</p> <p>Where is the Climate Change Resilience Assessment?</p> <p>The Climate Change Resilience Assessment reports there are high risk factors especially on hot or windy days yet only uses terminology like 'may be used', 'recommended for guidance' and 'potential measures' for mitigations. Again, why does mitigation language remain noncommittal and vague?</p> <p>How many days are we talking about in a year in an area that is known locally for its wind tunnel, snow belt effects, that incidentally would likely be much better suited for wind turbines?</p>	<p>The approach to identifying representative air quality levels is conservative and often ensures the worst-case conditions are reflected so as to not under-represent conditions within a study area; i.e. background air quality contaminant levels included within the assessment may be representative or higher than expected for the area in question.</p> <p>While it is recognized that localized in-situ monitoring may provide more accurate data, use of existing monitoring stations within the NAPS network for statistically relevant background monitoring data is a generally accepted and conservative methodology for provincial environmental impact air quality assessments. Stations selected for the background air quality assessment were chosen based on total data availability over a most recent five-year period as a minimum of 12 months of daily and hourly data is required to ensure statistical relevance. Stations were also selected based on their proximity to the air quality study area with the meteorological station selected as representative of the air quality study area within 15 km north-west of the air quality study area. Stations must also be a relative representation of similar types of existing sources of air quality emission in the study area and it is notable that the meteorological station selected as representative of air quality in the study area was provided by the MECP in site-specific MET data requested for the project modelling.</p> <p>12. Many less expensive alternatives to this highway have not been considered. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment act to consider road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. That roadway was rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of</p>	

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					<p>Landscaping: The statement reads "Depending on the final space available...woodland vegetation will be used as an opportunity for replanting compensation trees (reforestation planting)". Earlier in the report, it was a commitment to return tree for tree. Where will the reforestation occur if/when there is not enough 'final space' and what is the age of the reforested trees, that is, will mature trees be matched with mature replacement trees? The mitigation states "Reforestation plantings will consist predominately (predominantly) of large growing tree species" but doesn't specify the age of the replanting trees.</p> <p>Table 5.25 "Financial" - again, no cost for the entire project nor any of the components is listed. There are 'jobs and benefits for years to come' by simply widening existing roads and many more long term benefits for climate and environment remain intact. There is a financial cost to mitigate the damage caused by this highway in carbon capture and farmland which is not factored in here.</p> <p>Table 5.25 notes "Minimal long term environmental impact of the Link through design and mitigation". Where is the mitigation for carbon capture loss over time? How is this minimal? If a project is not increasing the amount of carbon capture, the damage is not 'minimal'.</p> <p>Table 5.25 notes "Minimal long term environmental impact of the Link through design and mitigation" and " High priority given to environmental work as design proceeds". How is this the case for the endangered species that are likely going to be eradicated by this project? Unless you can guarantee that there is no loss of the endangered and threatened species, this project shouldn't be happening. Critical links</p>	<p>alternatives are, however, a requirement for all Class EA Studies. A major condition of the 2002 Bradford Bypass EA Approval, was a requirement to conduct a Class EA Study at the time MTO wished to proceed with this project. This study would ensure the currency of the proposed project in light of current travel demand, previously unforeseen environmental factors, new legislation and a full review of all reasonable alternatives including combinations of regional and local roadways. The following are reasonable alternatives that would need to be considered both individually and in combination with one or more other reasonable alternatives if the Class EA Study that was underway at the time Regulation 697 /21 was issued. Each of these proposed alternative solutions would then be evaluated against the then approved Bradford Bypass 4 lane controlled access freeway. Because the Class EA Study was canceled by this regulation, the only comparison AECOM have used throughout the Draft Impact Assessment Report is "Do Nothing". Given that the actual travel problem we are now faced with is local, rather than long distance traffic, we are confident one or more of the following reasonable alternatives would be dramatically preferable to the now 8 lane, Bradford Bypass. Alternatives to the Bradford Bypass:</p> <ul style="list-style-type: none"> a Construct a 4 lane arterial road bridge over the West Branch of the Holland River at the currently planned location for the Bradford Bypass bridge – together with paved 4 lane roadways to both Bathurst St. and a connection to Bradford's 8th Line. b Build a 4 lane arterial road bridge over the Holland River from Ravenshoe Road to connect with 	

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					<p>in our biodiversity are being lost to human activity such as this. How can this be considered 'minimal long term impact'?</p> <p>This report states that loss of wildlife may occur even during mitigation to protect them. How is this considered "minimal long term impact" for an endangered species?</p> <p>Please explain the premise for this statement from Table 5.25: "Where possible, larger blocks of vegetation were avoided. However, 22.1 hectares of higher quality woodlands will be removed. The total area of the Holland Marsh Endangered Species Act affected by the proposed facility is 17.2 hectares. The impact will not affect the status of the Endangered Species Act."</p> <p>Table 5.25 states: "The Ministry has assessed potential impacts to vegetation, wildlife habitat and sensitive natural areas to propose appropriate mitigation measures to avoid, minimize and mitigate potential impacts to natural areas along the Updated Technically Preferred Route." Is this based on assessment data that is over twenty years old?</p> <p>Table 5.25 states: "9.5 hectares of Provincially Significant Wetlands will be crossed by the right-of-way; the remaining 8.9 hectares are composed of marsh and swamp community types. The above figures refer to the total land area taken by the 100 metres right-of-way to be designated for the route. In fact, the direct physical impacts will be significantly less and will be limited to the construction of widely separated bridge piers." Why can the team then not specify with better accuracy the amount of marshland that will be impacted?</p> <p>Throughout Table 5.25 I do not see any consultation with First Nations listed for mitigations. Is this because it is all listed in the separate table?</p>	<p>Simcoe Line 13 or another appropriate east – west arterial road on the west bank of the Holland River.</p> <p>c Extend and widen Green Lane to 6 lanes and create a diagonal transition from Green Lane to Hwy 9 and highway bridge intersection with Highway 9 around Dufferin St. The Green Lane / Highway 9 option will better serve and reduce both local and long distance traffic from Newmarket south to at least Aurora Sideroad.</p> <p>Any one or a combination of these alternatives will address a substantial amount of local travel problems while being significantly less costly and environmentally invasive. Once again, what logic is being used to ignore these options given all of the rationale in favour of these other alternatives?</p> <p>The planning process that resulted in the 2002 approved Environmental Assessment (EA) for the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed during the Route Planning and EA Study as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>The Bradford Bypass Project has been modelled based on current local, regional, and provincial</p>	

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					<p>Table 5.25 states: " The proposed 400-404 Link will remove 23.7 hectares of significant wildlife habitat, potentially affect two Provincially and Nationally "vulnerable" species (Louisiana Waterthrush and Red-shouldered Hawk) currently nesting in proximity to the recommended plan, and potentially interrupt wildlife movement along some stream corridors and woodlots, particularly in the area between Highway 400 and Simcoe County Road 4 (Highway 11)." How is this "minimizing" the impact on wildlife? 2 endangered species will be eradicated, movement of wildlife will be restricted causing potential mortality and 23.7 hectares of carbon capture and wildlife land gone. How is this "minimizing"?</p> <p>Table 5.25 states: " Preserve agricultural land and minimizing negative impacts on agricultural operations" yet "The total land area, currently in active agricultural production, directly affected by the proposed facility is 84.4 hectares in the western section and 69.9 hectares in the east and central section totaling 154.3 hectares." Not only does this impact local food security, it also impacts carbon capture yet again.</p> <p>What is the cost for lost agricultural production of the 154.3 hectares of active agricultural production? Has this financial total been subtracted from whatever positive benefit to the GDP the Bypass presumes to claim?</p> <p>Table 5.25 states: " In supporting mobility of people and goods and in supporting the economic development of the Study Area (Bradford in particular), the Link may contribute to a reduction in dependence on long-distance commuting for residents of northern York Region as a significant proportion currently travel to jobs outside</p>	<p>projections and data. This addresses the problem of "lack of long-term planning" per the Bradford Bypass 2002 approved EA..</p> <p>The 2002 approved EA reviewed a broad area of analysis which included several corridors, including areas south of the current corridor, and Highway 89/Ravenshoe Road.</p> <p>The Bradford Corridor was selected as the preferred corridor over Highway 89/Ravenshoe Road as it was beyond the maximum north limit of 10th Line / Boag Road which was assessed in a previous EA study and was determined that a Management Area or river crossing north of this would entail unacceptable environmental impact, which lead to the withdrawal of the Highway 89 EA studies in 1986-87.</p> <p>The Bradford Corridor was selected as the preferred corridor over the southern alternatives as there was no south alternative that met the primary purpose of the study to reduce out-of-way travel. The south limit was established as Highway 88 and Queensville Sideroad.</p> <p>The original purpose of the Bradford Bypass per the 2002 Approved EA was to address the "east-west" long-distance travel demand crossover between Highway 400 and Highway 404 which is a provincial responsibility and distinct from the locally generated trips which use a municipal road to access the provincial network. As noted in the report, the overall network benefits from vehicle-hours of travel time savings and vehicle-kilometres of travel distance savings are observed during the 2041 AM peak hour and during the 2041 PM peak hour in the updated interchange locations. Local roads forecasted to exceed capacity by 2031 and 2041 under the No-Build scenarios see significant relief from traffic as a result of the diversion to the Bradford Bypass in the Build scenarios.</p> <p>While the Town of Bradford West Gwillimbury owns a closed road allowance east of Artesian Industrial Parkway for 8th Line to Holland River, Hochreiter Road itself is a private road. A connection at this location would not address the primary purpose of</p>	

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					<p>the area." This creates an antithesis. The BBypass is being created to cut down the travel time for long distance travel but there is an assumption that some of these long distance travellers will no longer need to use the Bypass because they will find jobs in their own area due to the development around the Bypass. Moreover, there is development of businesses in the area without the Bypass. Furthermore a study or survey has not been done to verify who is travelling from Bradford to their place of work, nor how far, so this statement is a weak hypothesis at best.</p> <p>Table 5-25 states: 'Avoidance of contributing to unsustainable development patterns'. On the premise that that development begets development, this project is contributing to unsustainable development patterns. Municipalities have repeatedly started within the past 2 years that they cannot afford the infrastructure costs that come with urban sprawl development. This Bypass has already attracted further development as the report itself states and therefore is part of the problem.</p> <p>Table 5-26 contains an array of "should", "may" that must be 'shall' or 'must'</p> <p>Terr 2-04 in table 5-26 - age of tree must be added.</p> <p>Thank you again for your time on a project that clearly must be challenging to be a part of.</p> <p>Sincerely, </p>	<p>the Bradford Bypass to connect Highway 400 and Highway 404. The local benefit of this route is likely outweighed by the reduced congestion of Bridge Street created by the Bradford Bypass. A bridge across 8th Line would still require out-of-way travel, which this study is looking to reduce, to connect to provincial transportation facilities. Improvements would likely be required on Bathurst Street and Queensville Sideroad. Significant property impact (similar to the Bradford Bypass) would be required for a new corridor connection from 8th Line straight to Highway 404. For more information on the 2002 Approved EA, please see the enclosed linked: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>For more information on the assessment of alternative routes, please refer to the response to question #3.</p> <p>Please see below the responses to your comments sent on August 8, 2023.</p> <p>1. Has the previous draft report from April/May 2023 been removed? The reader is not able to ascertain, nor does the summary of changes provide what specific additions/alterations were made for this updated draft aside from dates and 'wording'. Please make the first draft visible to the public.</p> <p>The Draft Environmental Impact Assessment Report (EIAR) can be found on the Project Website at the following link: https://www.bradfordbypass.ca/wp-content/uploads/2023/06/RPT_2022-06-01_Bradford-ByPass-Draft-Environmental-Impact-Assessment_60636190_AODA_locked-1.pdf</p> <p>A summary of the changes made to the Draft Environmental Impact Assessment Report is available in Table ES-3 of the Updated Draft Environmental Impact Assessment Report which</p>	

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						<p>can be found on the Project Website at the following link: https://www.bradfordbypass.ca/wp-content/uploads/2023/07/RPT_2022-07-13_Bradford-ByPass-Updated-Draft-Environmental-Impact-Assessment_60636190_optimized_locked.pdf.</p> <p>2. Regulation 697/21, used after the first PIC, gives reliance on 1997 environmental assessment reports, for which the provincial government at the time decided that the impact was too significant to warrant going forward. Therefore, how can this project continue without a full updated environmental assessment to show things have, or haven't changed in regards especially to climate impact?</p> <p>The 2002 Approved Environmental Assessment identified a number of Conditions of Approval set out by the Ministry of the Environment, Conservation and Parks. The 2002 Conditions of Approval identified in the 2002 Approved Environmental Assessment are to be carried forward to Detail Design, with the exception of Condition 4. The complete list of commitments carried forward from the 2002 Approved Environmental Assessment are listed in Table 5-24 of the Updated Draft EIAR.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved Environmental Assessment (EA) for the project. The Environmental Conditions Report (ECR) was finalized in October 2022 following a public review period and is available on the Project website: https://www.bradfordbypass.ca/wp-content/uploads/2022/10/RPT_2022-10-27_BBP-Final-ECR_60636190_AODA.pdf</p>	

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						<p>As part of the project, the Ministry of Transportation (MTO) has undertaken 15 environmental studies to update and document existing conditions, identify and evaluate potential impacts of the Project on the existing conditions and recommend mitigation measures to reduce these impacts to meet current environmental legislative requirements. To view the full list of environmental studies being conducted, please visit the Project Website at the following link: https://www.bradfordbypass.ca/overview/.</p> <p>3. Another qualification or limitation noted in this version is that AECOM doesn't assume responsibility for any incorrect information provided to them. Then who does and how can this project team go ahead when information could be inaccurate?</p> <p>The Statement of Qualifications and Limitations included in the Environmental Impact Assessment Reports is standard practice for technical studies that rely on background information and which are then augmented by field studies.</p> <p>Based on the data gathered during the Preliminary Design project, including background data gathered from others and data obtained through field investigations, MTO considers the information in each of the technical studies and is summarized in the EIAR to be accurate at the time of report drafting. Additional investigations will be completed during future phases of work for the project to gather additional data and verify the information prepared during Preliminary Design.</p>	

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						<p>4. Alternative #2 East Holland River Branch now states there is greater encroachment into natural areas and still impacts the river. Mitigation for any impact is unclear and only to be discussed at the time as the design moves forward. How much encroachment in square metres will there be? How much and which 'nature' will be impacted, even if only based on 1997 and 2002 assessments? How is this mitigation strategy addressing prior and effective public consultation?</p> <p>All impacts identified during this Preliminary Design project have been identified based on the existing conditions information gathered during this study and the design of the Updated Technically Preferred Route developed by this Project Team. Information from the previous studies for the Project has been considered during this Preliminary Design Study but has been updated where necessary to reflect existing conditions.</p> <p>In addition, based on the Updated Draft EIA, the Report progresses through the existing conditions (Section 2), the alternatives (Section 3), the Updated Technically Preferred Route (Section 4) and then speaks to the mitigation strategies (Section 5). Mitigation measures were considered at a high level when assessing the alternatives (Section 2) and based on technical expertise of each discipline (e.g., fisheries, terrestrial, traffic, etc.). Further mitigation measures were then determined based on the Updated Technically Preferred Route and when more details of the Preliminary Design for the preferred alternatives were available.</p> <p>Lastly, it is important to note that the evaluation of Holland River East Branch alternatives has only been summarized in the Updated Draft EIA. In accordance with Section 16 of the Regulation, a detailed assessment and evaluation of the impacts of the proposed</p>	

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						<p>changes to the 2002 Approved EA alignment in the vicinity of Holland River East Branch was first documented in the Environmental Conditions Report for the Project. The Final Environmental Conditions Reports (ECR) is available on the Project website: https://www.bradfordbypass.ca/wp-content/uploads/2022/10/RPT_2022-10-27_BBP-Final-ECR_60636190_AODA.pdf</p> <p>Table 3-3 of the Updated Draft EIAR provides the comparative evaluation of alternative alignments in the vicinity of Holland River East Branch. The preferred alternative results in approximately 20% more impact to areas identified as unevaluated wetland and deer wintering areas when compared to the 2002 Approved EA alignment. While there are greater impacts to these natural areas, the preferred alternative does result in less impact to other natural areas including areas identified as Provincially Significant Wetlands (the Holland Marsh Wetland Complex), and significant fish habitat such as an identified backwater refuge area. The anticipated benefits to the Provincially Significant Wetlands and significant fish habitat outweighs the additional impacts to unevaluated wetlands and woodlots. As well, the preferred alternative results in no impacts to two recreational properties in the area.</p> <p>5. How is alternative 3 less impactful than 1 or 2 for the 400 freeway to freeway exchange?</p> <p>For each of the alternatives generated for the project, the Project Team evaluated the advantages and disadvantages of each alternative and ultimately select the preferred design refinement and alternative (i.e., reasoned argument (trade-off) method). This assessment encompassed a variety of evaluation factors and criteria including Transportation and Engineering (traffic operations, highway geometrics,</p>	

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						<p>structural considerations, utilities, etc.), Natural Environment, Socio-Economic Environment, and Cultural Environment. Based on the identified advantages and disadvantages associated with each alternative alignment, the Project Team then determines which alternative or refinement best maximizes the benefits associated with each criterion. Further details about the evaluation factors and criteria are in Table 3-1 of the Updated Draft EIA. Environmental impacts are just one factor area considered across the assessment of alternatives. Sometimes, the complete avoidance of environmental impacts is not feasible when considering all highway engineering disciplines.</p> <p>The assessment process aims to identify impacts, investigate avoidance/minimization/mitigation strategies, and identify any necessary permits from the ministry's regulatory agencies where impacts are carried forward.</p> <p>As detailed in Section 3.2.1 of the Updated Draft EIA, the preferred alternative (Alternative 3) is less impactful as it has a smaller footprint than the other alternatives which means less area is disturbed. Notably, the preferred alternative avoids impacts to a cemetery on the west side of Highway 400. The preferred alternative also allows for access between Highway 400 and County Road 88 to be maintained and for a connection to County Road 88 from the Bradford Bypass, therefore access in the area is increased.</p> <p>6. How is alternative 1 the least impactful for the 404 freeway to freeway exchange? As detailed in Section 3.2.2 of the Updated Draft EIA, the preferred alternative (Alternative 3) is less impactful as it has a smaller footprint than the other alternatives</p>	

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						<p>which means less area is disturbed. The preferred alternative also allows for access between Highway 404 and Queensville Sideroad to be maintained and for a connection to Queensville Sideroad from the Bradford Bypass, therefore access in the area is increased.</p> <p>7. How does alternative 2 minimize impacts on the environment for the west of Leslie Hydro One towers? The design change at the Hydro One towers was necessary to avoid impacting the towers / transmission lines. As detailed in Section 3.2.3 of the Updated Draft EIA, the preferred alternative (Alternative 2) is less impactful as it avoids relocation of the towers which would have resulted in additional footprint impacts. Alternative 2 is also preferred as it allows for Hydro One access roads to be adjacent to the proposed Bradford Bypass rather than in the median / middle of the proposed freeway lanes.</p> <p>8. 15th sideroad and 2nd concession Rd interchanges - report doesn't indicate level of impact on environment. Why is that? What would the impact be? Please note the Project Team has developed the below response assuming 15th Sideroad was a typo and you were referring to 10th Sideroad. Environmental impacts associated with the 10th Sideroad interchange are detailed in Section 3.2.5.4 wherein it is noted that Alternative 1 was preferred as it provides the best traffic operations. As noted, opportunities to minimize impacts will continue to be explored during detail design. Environmental impacts associated with the 2nd Concession Road interchange are detailed in Section 3.2.7.4 wherein it is noted that</p>	

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						<p>Alternative 1 was preferred as it provides the best traffic operations. As noted, opportunities to minimize impacts will continue to be explored during detail design.</p> <p>Note also that both the 10th Sideroad and 2nd Concession Road interchanges were included as part of the Preliminary Design at the request of local municipal/regional authorities and in response to feedback provided after PIC 1 for the Project. In particular, both local authorities noted that the proposed interchanges were important in supporting future planning objectives in the towns.</p> <p>9. Bathurst St interchange – report states ‘Smallest footprint and lowest environmental area of disturbance’. What disturbance would this be and what is meant in numerical terms by ‘smallest footprint’ in comparison to other alternatives considered?</p> <p>As detailed in Section 3.2.6 of the Updated Draft EIAR, the preferred alternative (Alternative 1) is less impactful as it has the least impact to Provincially Significant Wetland areas and minimizes the overall realignment of the intersection entrances. Alternative 2 requires an additional 7,421 m² of land and Alternative 3 requires an additional 3,173 m² of land. As a result, Alternatives 2 and 3 would result in greater impacts to property and the natural environment.</p> <p>10. Leslie street interchange - Lowest environmental and property impacts are stated. What is this specifically?</p> <p>As detailed in Section 3.2.8 of the Updated Draft EIAR, the preferred alternative (Alternative 1) is less impactful as it avoids a designated cultural heritage resource in the northeast quadrant of the interchange and</p>	

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						<p>avoids ecological features. Alternative 2 requires an additional 24,920 m² of land which would result in greater impacts to property and the natural environment. Alternative 2 includes an interchange loop which would result in a larger impact to fish habitat, domestic properties, natural heritage, and prime agricultural areas.</p> <p>11. Overpasses and underpasses - the report doesn't indicate impact to the environment. What will the impact be? How will it be mitigated?</p> <p>The overpass and underpass recommendations in the Updated Draft EIA were recommended based on optimized profiles associated with the proposed Bradford Bypass and the crossing road / railway. As part of the Preliminary Design, the Ministry has undertaken an independent Value Engineering Study in 2022. The Value Engineering Study is an important part of the overall study process, and resulted in refinements to the alternatives that best achieved a balance between cost and benefit while taking into consideration impacts to the environment. The overpasses and underpasses were considered as part of the Value Engineering Study. Regardless of the configuration (overpass or underpass), the crossing remains within the limits of the Updated Technically Preferred Route.</p> <p>While the specific impacts of each overpass or underpass have not been described in the Updated Draft EIA, the impacts of these crossings have been included in the impact assessment for the project detailed in Section 5 of the Updated Draft EIA and mitigation measures have been identified.</p> <p>12. Interchange locations - report states 'Early integration and consideration of environmental impacts to the design'.</p>	

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						<p>What does this mean in real terms? The environment is being impacted significantly - wildlife, wetlands, water systems, ground water, air quality - where is the integration of early mitigations for all of this to the design?</p> <p>As detailed in Section 3.3, location-specific considerations for each potential interchange location were identified prior to completing the preliminary design for each interchange. The specific considerations for each interchange that were identified early in the design process are detailed in Table 3-13 with considerations at each interchange noted in the corresponding row within the table. The "Interchange Locations" row of Table 3-13 which states "early integration and consideration of environmental impacts" is intended to provide a summary of the early approach taken to minimize impacts to the environment at each interchange. These measures include avoiding a cultural heritage resource (e.g. Leslie Street), developing alternatives with the smallest footprint and area of disturbance (e.g. Bathurst Street), etc. Avoidance and design solutions which use the smallest footprint are the initial mitigation measures integrated into the design process.</p> <p>13. The original plan was for a 4 lane highway. Now it is planned at some point to be 8 lanes. Reg 697/21 avoids duplication of paperwork where an already previous study exists yet for the Bypass the 1997 and 2002 studies did not consider the area required for 8 lanes, interchanges and carpool spaces. How is this project in accordance with 697/21 without a full environmental study for the additional land being considered?</p> <p>The interim Bradford Bypass will be comprised of a four-lane cross section featuring two general purpose lanes in each direction. The ultimate cross section will be widened towards</p>	

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						<p>the highway median within the already established right-of-way footprint for the corridor and will be comprised of three general purpose lanes and one High Occupancy Vehicle (HOV) lane in each direction.</p> <p>As noted in Question 2, the Project Team has undertaken 15 environmental studies to update and document existing conditions as they are today and has not relied solely on the work previously completed in 1997 or 2002. Similarly, the process of identifying and evaluating potential impacts of the Project (Section 5 of the Updated Draft EIAR) is based on the preliminary design for the project that has been documented in the Updated Draft EIAR. The impact assessment has considered the ultimate cross section of three general purpose lanes plus an HOV lane and additional property beyond the proposed right-of-way is not required to facilitate this future widening. This is the Ministry of Transportation's normal planning practice. The Ministry always considers future growth in demand instead of only considering immediate need.</p> <p>14. Some of the waterways have already been deemed hazardous so any displacement of these waters creates bigger mitigation issues. What will be put in place to safeguard no cross contamination, especially in addition due to construction and future runoff?</p> <p>Watercourses will be carefully managed during construction to minimize impacts to the greatest extent possible. It is important to note that construction management of water within existing or realigned watercourses will be limited to managing flows within the channel and that flooding outside of the channel is not permitted. The Ministry is committed to delivering robust water quality and quantity treatment facilities within the Bradford Bypass corridor and runoff</p>	

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						<p>from the proposed Bradford Bypass will be managed properly. As detailed in Section 5.1.3 of the Updated Draft EIAR, a stormwater management plan for the corridor has been developed to minimize impacts to the drainage system and surrounding environment. The stormwater management design includes relocation of two existing stormwater ponds in the Study Area, nine new stormwater management ponds, and over 15,200 metres of flat bottom grassed swales with permanent rock flow check dams. The ponds will provide enhanced protection level (80% long-term Suspended Solids removal) or greater and the grass bottomed swales will provide water quality treatment of runoff generated from the paved areas of the Bypass not already treated by the proposed ponds. Design of the stormwater management measures will be further assessed and defined during future phases of design. In addition, the Project Team has included a number of environmental management plans that must be developed prior to construction. These plans include erosion and sediment control plan(s), groundwater management plan(s), spill management plan, access management plan, waste and excess material management plan, etc. Adherence to the plans during construction will be required and it is important to note that contractor behavior is monitored by the Ministry and poor behavior may result in financial or reputational impacts. Further, the Ministry's process for selecting contractors to support future phases of the work for the project also includes consideration of past performance and assessment of the contractors understanding of the project and sensitivities within the Study Area.</p> <p>15. How does this bypass meet the official municipal and regional master plans to provide ' multi-modal transportation</p>	

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						<p>system, improving safety, and supporting the development of healthy communities' when it is only for vehicle access, unlike a regional road system. Why is there a hold on Mulock and Innisfil GO-stations if a multi-layered approach is the plan?</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas. The nature of this provincial mandate and the characteristics of the proposed Bradford Bypass mean that pedestrian and cyclist traffic is prohibited from using the freeway due to significant safety concerns.</p> <p>Provisions for future Active Transportation facilities at municipal north-south crossing roads within the Bradford Bypass corridor are recommended. These proposed routes were identified in both the municipal Active Transportation plans and Transportation Master Plans, and by the municipalities in meetings with the Project Team. For more information on active transportation provisions, please see Sections 4.2.3 and 4.2.5 of the Updated Draft EIAR.</p> <p>Also detailed in Section 1.5.4 of the Updated Draft EIAR is a variety of planning policies that have been considered during the course of the Project. In terms of regional / municipal policies, it is important to note the Bradford Bypass has been identified in the municipal and regional master plans as a near-term need to accommodate the forecast growth, goods movement and future transit movements forecast within the Study Area and each of the regional / municipal plans.</p> <p>With regards to supporting regional / municipal plans to provide 'multi-modal systems with improved safety and healthy communities, the</p>	

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						<p>Project Team has consulted with these stakeholders throughout the Project and developed a thorough understanding of the planning objectives in each authority's Official Plans and Transportation Master Plans. Based on the consultation and objectives outlined in the plans, and as detailed in Section 4.2 of the Updated Draft EIAR, recommendations for active transportation (sidewalks, multi-use paths, etc.) have been incorporated to the design of various crossing roads and interchanges.</p> <p>In addition to investments like the Bradford Bypass, Ontario is investing \$70.5 billion over 10 years in public transit, including Ontario's new subway transit plan for the Greater Toronto Area (GTA) and transforming the GO Transit network into a modern reliable and fully integrated rapid transit network.</p> <p>16. This 4-8 lane bypass will create substantial health concerns to everyone, especially children, living, learning, walking, cycling and playing in its 100-500 metre vicinity. Studies show the vulnerable locations, although outside agencies needed to correct the information missed by the project team. How is the project team and province planning to mitigate and compensate for the increase in childhood cancers, low lung function and premature birth rates?</p> <p>The human health implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft Environmental Impact Assessment Report (EIAR). To better understand the human health implications due to the project as a next step, it is recommended for</p>	

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						<p>MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize project-related air quality impacts to health.</p> <p>As detailed in Section 2.2.4 and 5.2.4 of the Updated Draft EIAR, the project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads surrounding the proposed Bradford Bypass to the new corridor and greater freeway network. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads. The alleviation of traffic on local roads benefits the area including but not limited to Town of</p>	

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						<p>Bradford West Gwillimbury, community of Holland Landing, Town of East Gwillimbury, and northern King Township by alleviating congestion during peak hours.</p> <p>It is also important to note that land has been designated for the Bradford Bypass since the 2002 Approved EA was completed and the Project Team has been actively consulting and engaging with private landowners, developers and school boards within the Study Area. Developers would have been made aware of the land's designation prior to development. Engagement and consultation have included having a Project Website and telephone line, a Project Contact List for regular project updates, providing notices and correspondence via email, mail, and Ontario Government Notices in local newspapers, hosting Public Information Centres and online events, and holding meetings with Indigenous communities, municipalities, environmental agencies, and stakeholders. More information on the project consultation activities is included in Section 7 of the Updated Draft EIAR.</p> <p>In terms of missing data, the Project Team is aware some critical receptors have been identified as 'missing' by a number of stakeholders. Having reviewed the data, the project team can confirm that these 'missing' receptors were included as residences in the Air Quality Impact Assessment. Potential impacts at the 'missing' receptors within the Air Quality Impact Assessment Study Area are reflected in the assessment by other, nearby critical receptors and receptors identified on Figure 2-9 and 2-10 of the Updated Draft EIAR.</p> <p>The methodology for receptor selection is a mix of both being based on the MTO Air Quality</p>	

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						<p>Guideline and based on the professional judgement of Air Quality Specialists. The Project Team selected representative Sensitive and Critical Receptors with the intent of capturing likely worst case potential impacts throughout the entire geography of the Air Quality Study Area.</p> <p>17. How is this project going to mitigate the decrease in revenue for First Nations due to contamination of Lake Simcoe, the Holland River and the Lower Landing? There is yet to be compensation or mitigation for the deterioration of the Maskinonge and Black Rivers due to 404 expansion and increased human activity in the subwatershed area. The conservation authority 2010 report also noted that a decrease in wetlands, new roads, industry and new residential, not including climate change, were impacting water quality and habitat of these systems. Even in 2008, Black River fish were downgraded to a 'C' grade and I can find no data since that indicates it has been upgraded.</p> <p>Consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts process and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>As part of the Preliminary Design and in accordance with O. Reg. 697/21, the ministry is required to follow all relevant provincial and federal legislative requirements, standards, and practices as they apply to the design, construction, and operation of the project to ensure environmental protection. This includes but is not limited to the <i>Federal Fisheries Act</i>, <i>Endangered Species Act</i>, <i>Species at Risk Act</i>,</p>	

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						<p><i>Canadian Navigable Waters Act (CNWA)</i>, Permits to Take Water (PTTW)/Environmental Activity and Sector Registry (EASR) Registration for Groundwater. Further details will be confirmed during subsequent Detail Design and Construction phases.</p> <p>The Drainage and Hydrology Assessment for the Preliminary Design has been undertaken to satisfy relevant provincial and regulatory legislative requirements. As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), the Project Team is assessing impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures. Refer also to Question 14 and note that where stormwater management facilities occur within the jurisdiction of the Nottawasaga Valley Conservation Authority (NVCA) and potentially influence the sub-watershed, the Project Team is considering NVCA water quantity and quality control guidelines.</p> <p>Furthermore, appropriate mitigation measures to prevent salt and treated sand from entering watercourses and salt-sensitive areas have been 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. The MTO Salt Management Plan outlines salt management operational practices and strategies and Best Management Practices (BMP) in terms of equipment, best practices, materials, storage, testing, storm response,</p>	

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						<p>application rules, snow and ice control trainings, snow removal and disposal, and technology review. This includes implementing a balanced approach to the highway salt application based on the amount of snow precipitation and highway conditions.</p> <p>In areas that are particularly sensitive, salt management measures may be necessary to mitigate environmental effects of road salt in accordance with the study objectives utilizing the Code of Practice for Environmental Management of Road Salts released by Environment Canada. The Code of Practice for Environmental Management of Road Salts can be viewed here: https://www.canada.ca/en/environment-climate-change/services/pollutants/road-salts/code-practice-environmental-management.html. Please refer to Table 5-26 of the Updated Draft EIAR, row SW-2.00 for additional details. In addition, snow removal and disposal will be utilized in accordance with the MECP Guidelines on Snow Disposal and De-icing Operations in Ontario. Further details on MECP's Guidelines on Snow Disposal and De-icing Operations in Ontario can be found here: https://www.ontario.ca/page/guidelines-snow-disposal-and-de-icing-operations-ontario#:~:text=Ministry%20Approval,If%20special%20circumstances&text=As%20a%20general%20rule%2C%20the.be%20approved%20for%20direct%20disposal. Results of the above studies, including recommended mitigation measures and commitments to future work, are summarized in the Updated Draft EIAR and the discipline specific, project commitments and anticipated permits and approvals identified in the studies will be carried forward to subsequent design and construction phases.</p>	

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						<p>The Project Team recommends consultation with Lake Simcoe Region Conservation Authority and / or review of the various reports and studies prepared by the Conservation Authority (https://www.lsrca.on.ca/watershed-health/reports) for the most recent information related to watershed health.</p> <p>18.Guiding principles that the construction of the Bradford Bypass addresses include: ■ Establishing an efficient and integrated multi-modal transportation network ■ Supporting safe and reliable movement of people and goods, and ■ Integrative transportation and land use planning. PICs have yet to share detailed information about the pending development both residential and industrial around the interchanges and route so that the public is aware of the degree of development that will once again congest the proposed bypass soon after it opens and why now the project is changing it to an 8 lane configuration. When will this information be shared and the data that shows the impact on congestion by 2041?</p> <p>As detailed in Section 1.5 of the Updated Draft EIAR, the Study Area for the Project is anticipated to see significant growth in population and employment by the year 2031. In order to assess the impacts of this growth, a traffic simulation model was created to assess the existing traffic conditions for the road network in the Study Area. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area by regional / municipal authorities, and, forecast traffic volumes based on the projected growth within the Study Area.</p>	

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						<p>Please refer to Section 1.5.4 of the Updated Draft EIA to understand the regional and municipal Official Plans and also to the relevant authority's website for additional details.</p> <p>As detailed in Section 4.4 of the Updated Draft EIA, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. The Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. By expanding to the ultimate 8 lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>Provincial details and policies regarding where growth will occur in the Study Area are detailed in Section 1.5.3 of the Updated Draft EIA. It must be noted the provincial policies related to growth are high level, framework-type tools which do not dictate exactly what will be built where and details related to where exactly residential, commercial, industrial uses will be built in the Study Area are detailed in the regional and municipal Official Plans. The Project Team has identified the land uses within the Study Area via review of Official Plans prepared by others and field investigations with a summary of the land use provided in Section 2.2.1 of the Updated Draft EIA.</p>	

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						<p>19. The bypass will not be efficient to remove local gridlock, and in fact will compound it, requiring even more adjustments to regional roads in order to address this issue. Why were the regional road alternatives ruled out?</p> <p>The Bradford Bypass Project has been modelled based on current local, regional, and provincial projections and data. This addresses the problem of "lack of long-term planning" . the Bradford Bypass 2002 approved EA reviewed a broad range of alternatives including several corridors, areas south of the current corridor road, and Highway 89/Ravenshoe Road.</p> <p>The Bradford Corridor was selected as the preferred corridor over Highway 89/Ravenshoe Road as it was beyond the maximum north limit of 10th Line / Boag Road which was assessed in a previous EA study and was determined that a Management Area or river crossing north of this would entail unacceptable environmental impact, which lead to the withdrawal of the Highway 89 EA studies in 1986-87. The Bradford Corridor was also selected as the preferred corridor over the southern alternatives as there was no south alternative that met the primary purpose of the study to reduce out-of-way travel. The south limit was established as Highway 88 and Queensville Sideroad.</p> <p>As detailed in Section 4.4 of the Updated Draft EIAR, and as noted in Question 18, an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study</p>	

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						<p>Area by regional / municipal authorities, and, forecast traffic volumes based on the projected growth within the Study Area. Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario.</p> <p>20. This project team is attempting to solve a local traffic issue with a long distance transit plan. The research shows congestion will only be reduced going one way and that will be temporary as new growth around the route's corridor will increase the traffic again. What will the mitigation be for this? Both Simcoe County and York Region Master Transportation Plans advocate for efficient systems, lower to net-zero emissions, electrification of public fleets, coordination of services between regions and was only added in 2022 into their appendices when the province approved it - in other words, they had no choice. Is this not accurate?</p> <p>Once the previous alignment was approved with conditions by the Ministry of Environment, Conservation and Parks in 2002, regional and municipal authorities would have updated Official Plans and Transportation Master Plans to include the Project. Exact timing for the Project being included in these plans is unknown. However, as detailed in Section 1.5 of the Updated Draft EIAR, the 2016 Official Plan developed by the County of Simcoe identifies the Bradford Bypass as a potential provincial corridor and the 2014 County of Simcoe Transportation Master Plan was developed assuming the Bradford Bypass will be constructed. York Region Official Plan 2010 and</p>	

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						<p>Transportation Master Plan 2022 also identify the Bradford Bypass as part of the base network for roads in the area. Similarly, Town of Bradford West Gwillimbury 2021 Official Plan and 2022 Transportation Master Plan, as well as Town of East Gwillimbury 2022 Official Plan and 2010 Transportation Master Plan all identify the Bradford Bypass project / right of way and have considered the proposed freeway in developing their land use and transportation objectives. As detailed in Section 1.2 of the Updated Draft EIAR, the Bradford Bypass project was initiated to address several transportation needs in northern York Region and southeastern areas of Simcoe County. As a provincial agency, the Ministry's mandate is to provide for the safe, efficient movement of people and goods between regions and urban areas. In reviewing the transportation needs of the Study Area, continued, dramatic growth in travel demand was identified as a characteristic of Simcoe County and York Region for many years. One of the key contributors to this growth, and the resulting congestion is a lack of provincial roadway connecting Highway 400 to the extension of Highway 404. At the time of the original route planning study (1992-1997), the road network was expected to exceed capacity before 2021, and upgrades to regional and municipal roads alone were not anticipated to accommodate the forecasted travel demands and future needs of the area.</p> <p>As a result, the original route planning study concluded that additional relief from congestion in the Study Area could only be accommodated through the protection and implementation of a provincial right of way.</p> <p>The traffic analysis completed as part of this Preliminary Design study has reviewed and confirmed the conclusions of the original route planning study. As detailed in prior responses, the Project Team has completed a review and</p>	

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						<p>update of environmental conditions described in the previous studies for the Project. This review and update has included review of existing traffic conditions, modelling of future forecast traffic conditions and confirmation that updates to regional and municipal roads alone will not address the transportation needs within the Study Area.</p> <p>21. Bradford West Gwillimbury's Plan and East Gwillimbury's Plan were created with the understanding that the bypass would solve its local congestion issues. Has renewed consultation with all of these councils, municipal and regional, taken place now that the bypass is going to be 8 lanes prior to 2051 and will increase air and water pollution for their residents as well as increase hospital and medical needs prior to 2051 at least for those residing within 500 metres of this highway?</p> <p>Yes, renewed consultation with all regional and municipal stakeholders has taken place. The County of Simcoe, Town of Bradford West Gwillimbury, Regional Municipality of York, Township of King, and Town of East Gwillimbury have been involved in the project through regular correspondence, meetings, notices, council presentations, technical input, and report consultation. In addition to the municipalities listed, the Town of Newmarket also received all report and Public Information Centre notices in accordance with the Regulation.</p> <p>Prior to Public Information Centre #2, the Project Team met with staff from the five municipalities within the Study Area and offered to meet with their respective municipal councils. The Town of Bradford West Gwillimbury staff agreed to arrange a council meeting with the Project Team on February 7, 2023 to discuss project updates. Please refer to the Town of Bradford West</p>	

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						<p>Gwillimbury's website for the minutes of the February 7, 2023, meeting with Bradford West Gwillimbury council. Additionally, the meeting minutes can also be accessed at the following link: https://pub-bradfordwestgwillimbury.escibemeetings.com/Meeting.aspx?Id=7ebd71cd-ce3a-4b6a-9238-bdfc3fe7f36b&Agenda=PostMinutes&lang=English</p> <p>Please refer to Question 15 and Section 7.5 of the Updated Draft EIAR for additional details regarding the consultation with regional and municipal staff that has been completed during the Project.</p> <p>22. Where is the guiding principle for the protection of the environment and human health?</p> <p>The guiding principles for the Project are outlined in Section 1.5 of the Updated Draft EIAR. In achieving the Ministry's mandate for the safe and efficient of movement and goods between regions and urban areas, the Project is guided by a number of Provincial policies including the Growth Plan, the Provincial Policy Statement, the Greenbelt Plan, etc. As noted in response to Question 18, these policies are frameworks used to guide decision making and they act to promote overarching policies which are implemented at various levels, e.g. growth policies at the provincial level include the Growth Plan which provides a framework for local regional and municipal policies to follow as they develop their own growth plans (Official Plans). Additionally, the human health implications have been identified in accordance with the Ministry of Transportation's Environmental Guide for Assessing Human Health Implications of Provincial Transportation Projects and the Environmental Reference for Highway Design. Examples of provincial policies related to protection of the environment and human health</p>	

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						<p>and how those policies related to the Project have been detailed in Sections 1.5.2 and 2.2.7 of the Updated Draft EIAR.</p> <p>23. Have the councils been appraised and are they getting a renewed opportunity to address the increased encroachment into nature and the greater risk now to already threatened species due to the increase to 8 lanes? Are these councils getting a renewed opportunity to address the fact that tier traffic demand expectations will not be met by 2051 since the population and growth around the route corridor will create more traffic and remove any reduction of travel time saved?</p> <p>Please refer to the responses to questions #20 and #21 regarding consultation with regional and municipal stakeholders completed as part of the Project.</p> <p>the proposed Bypass, is to provide for the safe and efficient movement of people and goods between regions and urban areas. The growth forecast for Simcoe County and York Region will occur even without the Bradford Bypass in place. The locations of the forecasted growth are also determined by regional and municipal growth objectives and Official Plan policies.</p> <p>24. The Township of King's plan also speaks to environmental conservation and 'no adverse impact'. Are they getting an opportunity to adjust their commitment now that there is greater encroachment into nature, that there is adverse impact?</p> <p>Please refer to the responses to questions #20 and #21 regarding consultation with regional and municipal stakeholders completed as part of the Project.</p> <p>Local authorities like regional, municipal and township offices typically complete an update to</p>	

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						<p>their Official Plan policies every 5 years. The Township of King's Official Plan is approved by York Region . The Township of King's Official Plan will be updated at the end of the 5-year timeframe.</p> <p>25. Wetlands are crucial to drawing down greenhouse gas emissions; highways create more GHGs. 81-216 metric tons of carbon can be absorbed per year per acre of wetland. So for 10.75 hectares that's 5735 metric tons when the highway was only to be 4 lanes. How much more will be lost to 8 lanes? How can the team justify taking away this climate saving wetland? What will it do to mitigate the loss of this amount of carbon capture?</p> <p>How will the team mitigate for the 19 unevaluated wetlands as well as the provincially significant ones, given that a full study has not been done to know what mitigation is required? Ecosystems of this nature are very difficult to replicate. How, specifically, will this damage to climate efforts and biodiversity be addressed? The loss of marshland to this project may be 0.4% of the provincial total yet it does not consider the amounts that will also be destroyed by the proposed 413, greenbelt 'land grab' sprawl, so to justify as a provincially assigned team that it's really not that much, is misguided and inaccurate on the grander provincial scale. Furthermore, when other alternative options exist, manipulating the definition of 'development' to suit this project is undermining the true intent of the Greenbelt Provincial Policy Statement and frankly, deplorable.</p> <p>Please refer to Question 13 and note the impact assessment detailed in the Updated Draft EIAR has considered the ultimate cross section of three general purpose lanes plus an HOV lane.</p>	

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						<p>Impacts to wetlands as a result of the proposed Bradford Bypass have therefore been assessed and are described in Section 5.1.1.</p> <p>As part of the Preliminary Design, the Project Team considered all impacts and will continue to work with environmental agencies, municipalities, and other concerned stakeholders to identify measures to avoid or mitigate the potential impacts of placing new or expanded provincial highways within wetlands. Maintaining of the volume and pattern of water flow through the wetland (both surface water and groundwater) and the post-construction restoration of areas affected by construction related activities has been a focal point of the mitigation measures identified during this Preliminary Design study.</p> <p>As detailed in Section 5.5 of the Updated Draft EIAR, commitments to explore opportunities to further reduce impacts, mitigation measures, monitoring requirements and future work related to wetlands identified in previous studies for the Project included:</p> <ul style="list-style-type: none"> • Development of restoration plans for areas of wetland temporarily disturbed by construction installation of equalizer culverts to preserve dynamics of wetland hydrology by maintaining sheet flow through the wetland and facilitating wildlife crossing for small mammals and amphibians • Delineation of areas to be protected with sediment fences to prevent intrusion during construction • Employing timing constraints that restrict construction activities immediately adjacent to or within wetlands to respect the intent of the federal Migratory Bird Regulations (1994) and the Ontario Game and Fish Act (1980) 	

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						<ul style="list-style-type: none"> Salvage of wetland plant material to be used for re-establishment in identified areas of significant disturbance Minimization of dewatering within wetlands and irrigation to maximize survival in disturbed areas that will be re-established, and Retention of lands which are surplus to transportation needs for the purpose of mitigation by allowing these lands to revert to wetlands. <p>As part of the 2002 approved EA, the Ministry also committed to construct the crossing of the Holland Marsh Wetland Complex as an elevated pier structure, with emphasis on minimizing backwater effects and maintaining groundwater flows and patterns, thereby minimizing longer term effects on the fen wetland type. That commitment has been upheld during this Preliminary Design study and additional measures have been identified in Table 5-26 (TERR 2.00, 3.00, 6.00, 15.00 and 16.00 rows; ESC 1.00; and LAND 1.00).</p> <p>The Project Team understands that areas not currently designated as Provincially Significant Wetlands are also important and as detailed in Section 5.5, where other wetlands are encountered, similar mitigative measures will be employed.</p> <p>The intent of the Greenbelt Plan, Provincial Policy Statement and all other provincial policies is being maintained. Each of the provincial policies, including those that focus on conservation of natural areas, acknowledge the necessity of building infrastructure. As an example, the Greenbelt Plan, Section 1.2.2.5.a) includes a Protected Countryside Goal that promotes "support for infrastructure which achieves the social and economic aims of the Greenbelt Plan and the Growth Plan and</p>	

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						<p>improves integration with land use planning while seeking to minimize environmental impacts". In short, the Greenbelt Plan promotes existing, expanded or new infrastructure in the Greenbelt if the infrastructure serves the significant population growth expected in southern Ontario (and detailed in the Growth Plan).</p> <p>Bill 23 More Homes Built Faster Act, 2022 was passed by government of Ontario in November 2022. At this time, no lands within the Study Area are to be impacted as a result of this passed Bill 23 (November 28, 2022).</p> <p>26. The report notes that the banks of the Holland River East Branch are not good habitat sites but that is where the deer are now forced to live due to human encroachment. This project encroaches further into their habitat, dismal as it is. This bypass in effect will 'corner' the deer population or force them out during construction? Is that the intended mitigation, that the deer will move on? What mitigations will be put in place to protect the deer wintering areas?</p> <p>As detailed in Section 2.1.1.2.5 of the Updated Draft EIAR, while confirmed Deer Wintering Areas are in close proximity to both banks of the Holland River East Branch, this section of river is unlikely to provide conditions suitable to be considered significant wildlife habitat. This is largely based upon the residential and commercial developments present both north and south of the alignment.</p> <p>Additionally, the alignment intersects with other areas of Deer Wintering Area to the east and west of the river, however, impacts are limited to the edges of the areas and there is little habitat directly north or south of these that deer would be traveling to or from, particularly for seasonal movement.</p>	

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						<p>Potential impacts to significant wildlife habitat associated with the Project have been determined and are described in Section 5.1.1 of the Updated Draft EIAR. Mitigation measures have also been determined and are detailed in Section 5.1.1.1.2 of the Updated Draft EIAR and include:</p> <ul style="list-style-type: none"> • Various Ministry Provisions – Ontario Provincial Standard Specifications, Special Provisions and Non-Standard Special Provisions • Wildlife exclusion fencing • Provision for eco passages • Restoration of disturbed areas • Timing constraints, prohibiting some works during sensitive windows such as breeding seasons • Minimizing temporary lighting in areas adjacent to significant wildlife habitat • Requirements to review the design during future phases of work and examine additional opportunities to reduce impacts to significant wildlife habitat <p>The need to provide wildlife crossing opportunities have also been noted along the banks of both branches of the Holland River and between 2nd Concession Road and Leslie Street. To encourage wildlife use of these crossings, plantings proposed in these areas have been extended to run underneath the bridges to provide vegetated cover for wildlife through a combination of plantings and seeding. While specific details of height, width, etc. are to be confirmed during Detail Design, an openness ratio large enough to accommodate larger wildlife has been identified in the Updated Draft EIAR (Table 5-26, TERR-16.05).</p>	

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						<p>27. Is the project team addressing the fact that designated 'significant' wetlands and environmentally sensitive lands between Yonge and 2nd Concession Rd may also cause the Minister of Climate Change to intervene? What mitigations are in place to protect these areas that are critical to Canada's role in drawing down carbon emissions. No percentage is worth losing at this point.</p> <p>The Impact Assessment Agency of Canada reviewed the project in 2021, 2022 and again in 2023. In February 2021, the Minister of Environment and Climate Change received a request to designate the Bradford Bypass under subsection 9(1) of the Impact Assessment Act. In May 2021, the Minister of the Environment and Climate Change determined that the Bradford Bypass proposed by MTO does not warrant designation under the Impact Assessment Act.</p> <p>The May 2021 decision was upheld in February 2022, following a further request for the project to be reviewed under the Federal Impact Assessment Act. The response on February 11, 2022, from the Impact Assessment Agency of Canada stated that since there are no material changes to the project, there is no basis for the Minister to revise the former Minister's determination.</p> <p>On April 20, 2023, the Federal Court declared that the February 2022 response from the Impact Assessment Agency of Canada was unreasonable and requested the May 2021 decision to be revisited. On September 12, 2023, the Minister stated that they remain satisfied with the former Minister's determination from May 2021. The Bradford Bypass is a non-designated project. With regards to climate change, as detailed in Section 5.2.6 of the</p>	

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						<p>Updated Draft EIAR the Project Team has completed a Climate Change Resilience Assessment to:</p> <ul style="list-style-type: none"> anticipate climate change-related risks that may have an impact on the assets or activities under study, and identify potential design features or actions to help prevent, withstand, respond to, recover from, and adapt to these risks. <p>The Climate Change Resilience Assessment was undertaken following the five key steps described by the ISO 31000 Risk Management Standard (i.e., establishing the context, risk identification, risk analysis, risk evaluation, risk treatment, and adaptation measures), as well as the Ministry of the Environment, Conservation and Parks guidance for Considering Climate Change in the Environmental Assessment Process.</p> <p>The potential impacts climate change will have on various components and elements of the project were analyzed. Twelve climate indicators were grouped into four themes – temperature, precipitation, wind, and humidity and the assessment determined that certain climate variables introduce high risk levels to the project while most interactions between the project and climate are low-moderate risks; higher risks originating from hot days and extreme winds.</p> <p>Please also refer to the Project Team responses to Questions 16 and 25.</p> <p>28. Greenbelt land - the federal government is now looking into the impact of development on the Greenbelt in regards to endangered species. It has intervened in Quebec, it is intervening for the Rouge</p>	

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						<p>National Park and is considering intervention for the Duffins Creek area. Will the project team be considering greater mitigations like using alternative regional roads in order to avoid federal intervention?</p> <p>The Project Team will be proceeding with the next steps of the Project as outlined in Ontario Regulation 697/21 and is currently working to respond to comments submitted on the Project and in response to the Updated Draft EIAR. As detailed in Section 2.1.1 of the Updated Draft EIAR, the Project Team has completed a detailed review of the existing conditions in the Study Area, including investigations to understand the potential presence of Species at Risk and their habitat. Potential impacts as a result of the Project and corresponding mitigation measures have also been described in the Updated Draft EIAR (Section 5.1.1). As noted in Section 5.1.1.1 specifically, additional species-specific surveys are required and further examination of opportunities to minimize or avoid impacts to Species at Risk will take place during future phases of work.</p> <p>The planning process that resulted in the 2002 Approved Environmental Assessment (EA) for the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed during the Route Planning and EA Study as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 Approved EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred</p>	

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						<p>route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>The Greenbelt Plan recognizes that infrastructure is important to Ontarians' economic well-being, human health, and quality of life. The Bradford Bypass transportation corridor will reduce greenhouse gas emissions that result from bumper-to-bumper traffic, help Ontario's businesses remain competitive in an increasingly global marketplace, and make it easier for people to move around the Greater Golden Horseshoe.</p> <p>Please also refer to the Project Team response to Question 27.</p> <p>29. How will the rare Deciduous Hickory Forest be protected?</p> <p>As detailed in Section 2.1.1 of the Updated Draft EIA, the Fresh Hickory Deciduous Forest was identified within the Study Area, west of County Road 4. However, this Forest is outside of the proposed right-of-way for the Project, therefore it will not be impacted.</p> <p>30. The Eastern Meadowlark lives primarily in grasslands; this project will be taking away its habitat; the Mallard duck and Blanding's Turtle will be impacted by runoff into the water systems where it lives; and the Yellow Warbler breeds in thickets, dense shrubs and willows; this project is removing/reducing its breeding areas. What specific mitigations will be put in place for the 9 birds that are either MBCA protected or species of concern? 12 species of wildlife at risk - the mitigation seems to imply that the species either move themselves elsewhere or when it comes to it, if there</p>	

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						<p>are any left, they will be removed elsewhere. Is this a correct interpretation of statements like 'all agricultural fields present within the Study Area may provide future opportunities for nesting depending on the crop selection in a given year' and 'targeted crepuscular bird surveys will be completed during Detail Design'? When the mitigation states it will take a survey, what will it do with the survey information even though construction will already be under way at that point?</p> <p>The recommended additional surveys, studies, investigations included in the Updated Draft EIAR must be completed prior to construction. Recommendations for further surveys, such as those noted in response to Question 29, must take place before construction to determine the specific avoidance, protection or mitigation measures. The additional investigations, assessment of impacts, and identification of mitigation measures must be complete before wildlife habitat is disturbed.</p> <p>Please refer to the response to Question 27 and Section 5.1.1 of the Updated Draft EIAR where the mitigation measures associated with wildlife have been identified. The Project Team has also considered wildlife and wildlife habitat together in assessing impacts to wildlife. In Detail Design, the Project Team will be engaging with regulatory agencies, such as the Ministry of Environment Conservation and Parks (MECP), to discuss anticipated impacts to Species at Risk, and acquire any required permits should Species at Risk presence be confirmed. These permits typically include requirements for the proponent to demonstrate that impacts will be temporary in nature, minimized through the application of Design and Construction best management principles, or provide overall benefit to the identified species</p>	

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						<p>at risk where avoidance is not possible (e.g., habitat compensation).</p> <p>31. Why will the Final Assessment report be written before the Fish and Fish Habitat assessment is completed?</p> <p>A Fish and Fish Habitat Existing Conditions and Impact Assessment Report has been prepared for the Project. The report classifies the fish and fish habitat within the Study Area and has identified impacts, mitigation measures and next steps that must be completed in order to minimize impacts to fish / fish habitat. The key highlights of the report have been summarized in Sections 2.1.2 and 5.1.2 of the Updated Draft EIAR.</p> <p>It is important to note that design of any project is iterative and with each phase, the specific elements of a project become more defined. During future phases of work for the Project, additional review, investigation and assessment of impacts to fish and fish habitat will be required based on the detail design for the Project. Any impacts to fish and / or fish habitat will require consultation and review of the works by Fisheries and Oceans Canada – Fish and Fish Habitat Protection Program. Fisheries and Oceans Canada will also confirm the approval requirements for each fisheries watercourse under the Fisheries Act.</p> <p>32. Am I correct in understanding that the project team overruled or ignored the consultation information provided by Williams Treaty First Nations in regards to the American eel and Northern sunfish being present in the Holland River and that because their presence wasn't documented with the Ministry, the team can ignore their possible presence? Not only is this an insult to the First Nations reporting it to you, but clearly further</p>	

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						<p>study is required with the support of that First Nation who has noted their presence. Will this occur to comply with the spirit of reconciliation and such programs as Indigenous Guardians and Networks, and Target 21 from COP15?</p> <p>■</p> <p>As detailed in Section 2.1.2.2 of the Updated Draft EIAR, it was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring</p>	

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						<p>over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p> <p>33. What does it mean in real terms if the EX-CL-400-4 has been abandoned? Has it been abandoned by this project team or by the municipality in question? What does that mean in either case for the runoff in that location from the bypass? While the report indicates the current runoffs along the proposed route, it doesn't state the impact that the bypass will have on these runoffs.</p> <p>EX-CL-400-4 is located under Highway 400, the culvert no longer exists as it has been previously abandoned by the Ministry of Transportation. Abandoning a culvert means that the culvert has been removed or filled in as it is no longer required to facilitate the existing drainage conditions.</p> <p>The combined runoff from the Bradford Bypass and the portion of Highway 400 impacted by design of the Bypass has been assessed and mitigation measures have been developed. Please refer to the response to Question #14 and the information in Section 5.1.3 of the Update Draft EIA regarding the stormwater management plan for the corridor which has been developed to minimize impacts to the drainage system and surrounding environment. Surface runoff from the Bradford Bypass will be treated by the stormwater management measures prior to flowing downstream.</p>	

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						<p>34. The Maskinonge River is already contaminated with a number of environmental groups indicating to governments the problems due to current runoff, invasive species and Aerodrome Fill/dump issue. July 19, 2023, the federal government released \$48,800 in funding of the needed \$77,000 to clean the river up for species. As stated in the report, this river runs into Lake Simcoe. The conservation authority also received funding to reduce phosphorus and soil erosion by planting riparian areas along the East Holland River and \$17,150 for the Roches Point Eco Park project on July 17, 2023. These projects are part of the federal government's \$30 million program over five years to preserve and protect Lake Simcoe. What financial contributions will this project team recommend to the provincial government to offset the additional cleanup that will be needed due to runoff from the bypass, that will both flow into the Maskinonge, Humber, potentially Black River watershed and consequently into Lake Simcoe?</p> <p>Please refer to the response to Questions #14, #17 and #30. Surface runoff from the Bradford Bypass will be treated by the stormwater management measures prior to flowing downstream.</p> <p>35. Will the team also be mitigating the use of a salt alternative to minimize the potential pollution as this wasn't clearly stated in their best practices?</p> <p>Please refer to the response to Question 17 and Section 5.1.3 / Table 5-26 of the Updated Draft EIAR, (row SW-2.00) for additional details related to salt management.</p>	

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						<p>36. Culverts EX-CL-400-1 and EX-CL-400-5 do not satisfy any of the three Design Criteria, Culvert EX-CL-20 did not satisfy the Overtopping Criterion (no road overtopping during the 100-year storm) and the 50-year Freeboard Criterion, Culvert EX-CL-404-2 is an existing structural culvert (but does not note if it meets the three Design Criteria), EX-CL-14 (Metrolinx Culvert) does not meet any of the standards - management plan section 5. What happens now with this information?</p> <p>Existing culverts that do not meet design criteria shall be reviewed and replaced where required in subsequent design phases of the project to facilitate the proposed design..</p> <p>37. Changes from 2002 to 2020 in groundwater and hydrogeology including applicable legislation and environmental conditions are noted yet the public needs to wait until the final report to know about what the concerns may be and what mitigations are being offered. Why is this not something that will be prepared and made public before the final report?</p> <p>As detailed in Section 2.1.4 and 5.1.4, a Groundwater Protection and Well Monitoring Plan was prepared by AECOM in accordance with Section 23 of the Regulation to characterize the local physical and groundwater setting, quantify potential dewatering requirements for construction, assess possible impacts to local water wells and groundwater dependent environmental features, and recommend appropriate monitoring and/or mitigation measures, as required. The Groundwater Protection and Well Monitoring Plan has been completed recognizing the existing (2023) conditions for the project including groundwater conditions and applicable legislation.</p>	

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						<p>In accordance with the Regulation, the Draft Groundwater Protection and Well Monitoring Plan was prepared and distributed to the Ministry of the Environment, Conservation and Parks, the Ministry of Natural Resources and Forestry, Lake Simcoe Region Conservation Authority, Nottawasaga Valley Conservation Authority, the York Region Health Unit, the Simcoe Muskoka District Health Unit, all municipalities within the Study Area, every assessed owner of land within 500 metres of the Study Area. For more information on the Groundwater Protection and Well Monitoring Plan review period, please refer to Section 7.5.3.2 of the Updated Draft EIAR.</p> <p>38. 'In the case of this project, potential well interference is anticipated to most likely be limited to shallow drilled or dug wells completed at similar depths to the respective excavation and dewatering depths. These water supply wells could potentially experience lowering of the water levels where they access permeable shallow surficial soils that are under active dewatering. The potential radius of influence from the project needs to be determined during the subsequent Detail Design dewatering assessments for each excavation that extends below the water table.' Are the minimum 27 residents that will be impacted by this being informed now about this issue? Seems like many have not responded to the 'survey'. Is the municipality not able to identify which residential wells would meet the possible criteria for mitigation? What will be the mitigation for these wells and will this increase the overall cost of the project and by how much?</p> <p>39. 'The calculated radius of influence at each dewatering location shall be</p>	

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						<p>summarized and reported on by the subsequent Detail Design designer.' Please explain why appropriate scientific studies cannot be implemented now in order to advise the public of the potential issues instead of when the project is underway and it is too late to consider an alternative?</p> <p>40. Approximately 260 wells will likely be impacted. Are all those resident owners/businesses also aware in addition to those in close proximity? What further steps will be taken for the 88% of well owners who didn't respond to the survey? Why is this number so high for non-respondents? Typically survey responses range from 40-60% completion. Has the team considered the wording of the survey, the timing of the Door to Door? What further support will be provided for these residents?</p> <p>As noted in Section 2.1.4.2.1 of the Updated Draft EIA, detailed groundwater interference assessment cannot be completed until design of the Project is completed during subsequent phases. There is detailed information with respect to design, construction methodologies, construction sequencing, dewatering volumes, time of year and timelines, amongst other factors, in addition to groundwater investigations that would need to take place during Detail Design to develop an interference assessment. Additional steps will be taken during these phases of work to contact potential well owners via mail, email, phone calls, site visit, etc.</p> <p>Recognizing the potential impacts to groundwater and private wells in the Study Area, the Project Team has completed an initial assessment of the groundwater and surficial soils within the Study Area and documented the</p>	

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						<p>findings in a Hydrogeological Data Report. In addition, a Water Well Survey was completed and included a review of available secondary source information as well as data from stakeholders in the Study Area regarding their existing water wells.</p> <p>Additional well surveys and a detailed assessment of potential groundwater interference will be completed during future phases of the project. A Construction Dewatering Plan will also be prepared to identify potential impacts to groundwater and measures to be implemented to avoid or mitigate the impacts. In addition, all groundwater taking must adhere to the municipal, regional, provincial and federal policies and any permits or approvals required for the Project will be obtained in subsequent phases prior to construction.</p> <p>It is recommended that, prior to any construction dewatering occurring near the 17 properties that were assessed, the Property Owners be contacted regarding the undertaking of a repeat monitoring and sampling of the residential well during and after construction to confirm that there is no effect on the water quality from the baseline assessed. For the remaining 126 Property Owners for which no response was provided, an attempt shall be undertaken during Detail Design to contact these owners via mail, email, phone calls, site visit, etc. The Door-to-Door Water Well Survey provides a baseline for the water wells prior to the proposed construction to determine existing water quality and quantity of each property.</p> <p>Upon receipt of a well complaint, an investigation will be conducted as per the Ministry of the Environment, Conservation and Parks policies and a qualified expert will undertake and/or oversee the following:</p> <ol style="list-style-type: none"> 1. Collect a water well sample at the complainant's water well, prior to any treatment systems ("raw"), after 	

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						<p>allowing the distribution system to flow for approximately 5 minutes and submit the water sample to a qualified laboratory for an analysis of the general chemistry suite of water quality parameters completed during pre-construction analysis</p> <ol style="list-style-type: none"> 2. Compare the results of the analysis of the water sample to any pre-construction water sampling analysis (if available) for the residential well 3. Investigate and provide a professional opinion regarding the claimed impact to the well or well water; and 4. Provide a detailed written opinion as to whether the water sampling analysis results demonstrate that the construction or dewatering activities may have caused an adverse effect on the well's water supply. <p>If the well issue is confirmed to be a result of the project's activities, MTO will provide a letter to explaining the outcome of the well investigation and detail the recommended mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the MTO, until remediation measures have resolved the issue.</p> <p>Mitigation plans will be generated during future phases of work for the project and for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and</p>	

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						<p>discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge shall be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p> <p>As detailed in Section 5.1.4 of the Updated Draft EIAR, maintaining the volume, pattern and quality of groundwater within the Study Area is a key consideration for the Project. While initial mitigation measures to prevent impacts to groundwater have been identified in the Updated Draft EIAR, including the need for backfilling excavations that intercept existing groundwater flow with porous granular material, particularly within wetland areas, additional investigations are required to ensure a thorough understanding of the hydrologic and hydrogeologic conditions within the Study Area is developed before construction begins. Permits / approvals associated with construction dewatering will be obtained once additional investigations are complete and will include filing or the project on the Ministry of Environmental Conservation and Parks Environmental Activity and Sector Registry system and or securing a Permit To Take Water if required.</p> <p>41. 'Some of the installed monitoring wells could not be accessed during the hydrogeological investigation'. How many are 'some'? If 7 of the 13 wells were installed after August 2022, does that mean there were only 6 wells in the assessment and of which 'some' of those six were damaged? Why did the team not wait until the majority of wells were in place prior to the assessment?</p> <p>As detailed in Section 2.1.4.4 of the Updated Draft EIAR, 13 monitoring wells were included in</p>	

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						<p>the hydrogeological investigation. Three of the 13 monitoring wells could not be accessed during the hydrogeological investigations due to access issues related to safety concerns such as proximity to major highways, damaged wells after construction or encampments.</p> <p>design of any project is an iterative process, the seven wells installed in August 2022 were added to the analysis as hydrogeologic information was available to the Project Team through the initial 13 wells installed, i.e. the data collected via the initial 13 wells indicated that additional analysis and wells were required.</p> <p>42. One bypass crossing was deemed to be in "Transitional or Stressed" conditions and with "Moderate" erosion risk - which? Table 5-12 of the Updated Draft EIAR identifies each watercourse crossing and the anticipated erosion risk. HR-Trib-06 was classified as being in a Transitional state. This classification indicates that the channel morphology is not within a typical range of variance and evidence of channel instability is widespread.</p> <p>43. Bypass Crossings - 3 reaches were deemed to have degradation - which? As detailed in Table 5-12 and Figure 2-4 of the Updated Draft EIAR, PC-Trib-03, HR-Trib-06 and HR-Trib-11 were characterized as having evidence of degradation.</p> <p>44. The predominant peat and muck located around the Holland River and Holland River East Branch are carbon capture locations. Previous studies demonstrate how runoff compromises the composition of peat and muck (Journal of Hydrology Volume 182, Issues 1-4, July 1996). Therefore, the high water table will not continue to 'preserve' the peat and muck once salt runoff begins. What will be done</p>	

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						<p>to mitigate this and/or the loss of carbon capture in this area?</p> <p>Please refer to the response to Question 17 and Section 5.1.3 / Table 5-26 of the Updated Draft EIAR, (row SW-2.00) for additional details related to salt management. Please refer to the responses to Questions 25 and 27 regarding carbon.</p> <p>45. Future development plans indicated through 5,7, 8, 9 & 10 on the provided map are residential in nature, within the study area of the bypass route. There are significant impacts to human health due to proximity of this bypass to these developments. How will this issue be specifically mitigated in planning? Are municipalities being made aware of this issue by the Ontario government's Ministry of Health?</p> <p>Please refer to the responses to Questions 15, 16 and 22.</p> <p>46. Figure 2.7 shows the significant amount of prime and specialty crop land in the study area that will be impacted by soil contamination, runoff, air pollution etc. 42/61 farms have class 1-3 soil; are these the farms that will no longer be active agricultural land?</p> <p>As detailed in Section 5.2.2 of the Updated Draft EIAR, potential impacts to agricultural lands as a result of the Project have been assessed and will be related to the loss of agricultural land, loss of prime agricultural land, creation of severed parcels, increased fragmentation of the land base on the designated agricultural lands. These potential impacts cannot be avoided. There will also be the potential of impacts on the adjacent agricultural lands and community by virtue of the proposed locations of the</p>	

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						<p>interchanges and by the proposed highway lighting.</p> <p>Impacts may be minimized by directing impacts away from the adjacent agricultural lands. The first method of minimizing impacts was addressed in the 2002 Approved Environmental Assessment whereby efforts were made to reduce impacts by locating the proposed route along lot lines, or property lines where possible. This approach was intended to minimize severances and fragmentation of farmland and maximize the amount of land that could remain as active farmland.</p> <p>The Updated Technically Preferred Route has followed the same approach taken in 2002 and maintained parts of the original alignment for consistency in the approach of minimizing the corridor footprint within agricultural lands and impacting the fewest agricultural buildings and operations.</p> <p>It should also be noted that there are opportunities for local agricultural operations with the future development of the Bradford Bypass lands. The future development of the Bradford Bypass lands will bring people closer to the agricultural areas and specialty crop areas/market garden/field vegetable areas which will result in increased potential for expanding sales of local vegetable crops from the farm markets.</p> <p>47. Is there no scientific research that would indicate the degree of vibrational concern in relation to proximity to a highway of this nature, rather than 'wait and see' if we need to do anything about it after the fact? The federal government provides recommendations such as increasing the</p>	

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						<p>distance between the proposed highway and buildings, improving the soil structure and utilization of in-ground pile barriers. Humans are sensitive to vibrations in the range of 8-80 Hz; a highway with traffic vibrations typically are 5-25 Hz. Therefore, it is logical to presume that the residential, educational and business locations in proximity to this highway will face sensitivities to its vibrations during construction and over time. One doesn't need to 'wait and see' based on research from other studies. Why is this team choosing to wait? Moreover, are any current buildings in the study area being inspected prior to, during and after construction for vibrational damage? Conversely, would the construction of pile barriers be an early mitigation to prevent issues arising?</p> <p>Ground vibration from a highway is mainly caused by the impact of vehicle tires driving over irregularities in the roadway surface, such as depressions, potholes or stepped transverse cracks (e.g., uneven expansion joints). Such irregularities are minimized in newly constructed roadways. However, where irregularities such as small depressions are generated over time, maintenance activities such as localized repairs and resurfacing are used to improve the surface conditions and address this source of ground vibration.</p> <p>Assessment and mitigation for vibration during construction will be undertaken during the Detail Design phase of the project. As detailed in Section 5.2.3 of the Updated Draft EIA, a noise and vibration plan will be prepared during future phases of work for the Project. As noted in Table 5-26, (row NOISE-4.00), the plan will be prepared in advance of construction and will</p>	

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						<p>consider potential effects on vibration on adjacent land uses.</p> <p>Where locations are identified with respect to potential construction vibration concerns, these locations, and concerns will be documented as commitments and carried forward to subsequent Detail Design phases. Locations of vibration concern and associated mitigation measures will be added, removed or modified as the design advances. Should vibration related concerns be raised, the source of the vibration will be investigated and measures to mitigate the concern will be taken.</p> <p>48. Nitrogen dioxide is dangerous at very low levels - it is shown at 98% of the standard so is very quickly going to be a greater concern once population and development grows in the study area, as well as the indicated Benzene and Benzo pyrene. What studies show that these numbers will drop within the 10 years after construction of this bypass? Research and science indicate that fossil fuel combustion, especially car fuel, increases the levels of nitrogen dioxide (SOCAAR Near-Road Air Pollution Pilot Study 2019). Without this bypass, the study area is only 2% away from exceeding the national ambient air quality guideline, let alone the impact for acid rain on crops and soil deemed class 1-3 in the area and the corrosive nature to building structures. Smaller local road systems accumulate less concentrations, especially from large trucks. The Bypass attracts large transportation vehicles and therefore, concentrations of toxic gasses will be higher when the bypass is built. What is the province's assigned project team proposing to mitigate to deal with</p>	

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						<p>this aside from hoping that there will be more EVs on the road?</p> <p>Please refer to the response to Question 16. As noted in the response to Question 16, the Bradford Bypass will redistribute traffic from the local roads to the new corridor, therefore alleviating traffic and resulting emissions from the local road network. In subsequent design phases, the Project Team will continue to evaluate and characterize project-related air quality impacts to health and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts.</p> <p>49. The team updated 2002 contamination studies that had been done in regards to future highway encroachment into contaminated land use waste sites. How do the 2020 Contamination studies compare to this information?</p> <p>50. Why are the assessments of 159 new possible contaminated locations waiting until Detail Design phases?</p> <p>The Study Area for the assessment of waste and contamination consists of the Updated Technically Preferred Route plus an approximately 500m buffer. As such, and as detailed in Section 2.2.5.2, while 159 'new' properties were identified as being within the <i>Study Area</i>, the Project Team does not anticipate that all of these 159 properties will be impacted by the right of way for the proposed Bypass.</p> <p>The review of potential contamination within the Study Area completed in 2002 was very limited and focused on responsibility and best management practices should contamination be found. As detailed in Section 2.2.5 of the Updated Draft EIAR, and as part of the preparatory work undertaken prior to the Preliminary Design of the Bradford Bypass, the</p>	

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						<p>Project Team has completed a Contamination Overview Study to identify properties/areas within the Study Area with actual or potential site contamination. The Contamination Overview Study was completed in 2020 and included a review of historical information, aerial photography and mapping to understand areas where risk of contamination might be present and where additional investigations may be required.</p> <p>Additional investigations to confirm the presence or absence of contamination are intrusive with boreholes required throughout an area to obtain soil samples. Where the Project Team obtained Permission to Enter to complete these investigations, samples have been collected and analyzed. Additional samples will be completed during future phases of work for the project as design is advanced and as Permission to Enter for the purposes of this work is secured.</p> <p>51.5.2.7 Where can the Human Health Implications Scoping Report (Intrinsic, May 2023) be located?</p> <p>[LINK to HHI will be included]</p> <p>52. The Snowflux Profile is a 6.6 year study but dated 2008. What considerations have been made for a change in this in the last 15 years due to climate change?</p> <p>As detailed in Section 2.2.8 of the Updated Draft EIR, a Snowdrift Analysis Report (4DM, April 2023) was prepared by 4DM for the project to determine the severity of snowdrifting at locations along the Bradford Bypass route and designated interchanges, and to determine the recommended locations for applying mitigation treatments and type of measures to reduce snowdrifting. The snow accumulation season calendar period and snow flux (kg/m) for all</p>	

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						<p>three return periods were then used to model snow flux on the Bradford Bypass and interchanges using SnowStream2D. The snowdrifting model is based on local, meteorological datasets provided by Environment and Climate Change Canada weather stations, which includes historical climate data and captures changes over time.</p> <p>The snowdrift analysis and mitigation processes are based on a risk assessment approach and the probability of a snowdrifting event occurring, using "return periods". The snowdrift analysis used return period calculations that correspond to the theoretical probability of a snowdrifting event occurring, and therefore determining representative snow years that are closest to the theoretical 2-year, 5-year and 10-year return periods (50%, 20% and 15% annual snow exceedance). For clarity, a 2-year return period represents a common occurrence, while the 5-year and 6.6-year return periods correspond to more extreme conditions that occur. The "6.6 year study" or 2008 data was used in the Snowdrift Analysis Report and referenced in the Updated Draft EIA as it reflects the more extreme conditions that occur within the Study Area.</p> <p>A Qualitative Climate Change Assessment Report was also completed to outline the impacts of climate change related to the Preliminary Design Bradford Bypass project. Details of this assessment, as well as preliminary recommendations can be found in Section 2.2.6 and 5.2.6 of the Updated Draft EIA.</p> <p>53. Landscaping impacts and mitigations - will mature trees be replaced with mature trees?</p>	

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						<p>As detailed in Section 5.2.9, a Preliminary Landscape Conceptual Design Plan was developed to identify opportunities for landscaping enhancement and propose protection and/or restoration treatment of the existing landscape features, for areas affected by the introduction of the proposed Bradford Bypass.</p> <p>The Project Team has identified that reforestation plantings will consist predominately of large growing tree species where appropriate. It is important to note that mature trees have lower survivability and are less likely to succeed in establishing themselves if planted within the right of way. Therefore, younger trees are expected to be planted. The age and size of plantings and locations of those plantings will be confirmed during future phases of work for the Project and via a Landscaping and Ecological Restoration Plan.</p> <p>54. The traffic study indicated “The majority of movements were shown to operate at acceptable levels during both peak hours. Traffic operations at intersections throughout the Study Area are shown to operate at mostly acceptable levels.” Given this is the case, surely this shows that simple lane expansion of some of these regional roads would suffice to alleviate both local and long distance traffic? Does this not reinforce the argument for alternatives to the proposed Bypass plans?</p> <p>Please refer to the Project Team’s responses to Questions 15, 18, 19 and 20.</p> <p>55. Holland River East Branch conceptual alternatives 2 and 3, while meeting the criteria mentioned for the desired change,</p>	

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						<p>also appear to take out substantially more trees and wetland than the original. Is this the case? Will this be mitigated with mature trees to replace mature trees? Have the environmental impact studies previously considered this area in regards to endangered species location and habitat?</p> <p>Please refer to the Project Team's responses Questions 4, 17, 27, 29 and 53.</p> <p>56. 10th Sideroad alternatives: the still preferred alternative 1 favours human and traffic considerations over the environment when alternative 3 is a feasible alternative and does less damage to the environment. Alternative 3 should be used vs Alternative 1.</p> <p>Please refer to the Project Team's responses Question 8.</p> <p>57. While I am totally opposed to the Bypass given the amount of mature forest and woodland removed, I am especially opposed to the Bathurst interchange for this reason and the damage that air and runoff pollution will cause to the remaining trees. Why is an interchange necessary at this location at all?</p> <p>The Bathurst Street interchange was identified in the 2002 Approved Environmental Assessment. Based on the Interchange Location Combination Assessment completed during this Preliminary Design study, the location of the interchange was confirmed and necessary to service local and inter-regional travel. For more information on the location of interchanges, please refer to Section 3.2.4 of the Updated Draft EIAR.</p> <p>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</p>	

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						<p>of Bradford West Gwillimbury and Town of East Gwillimbury were made to consider interchanges at 10th Sideroad and 2nd Concession Road.</p> <p>A feasibility assessment was conducted evaluating nine interchange location scenarios, which included an interchange at Bathurst Street, 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.</p> <p>It was determined that an interchange at Bathurst Street is warranted amongst others including 10th Sideroad, County Road 4, 2nd Concession Road, and Leslie Street. As a result, this interchange location would be included as part of the Study.</p> <p>While the study is seeking approval for all five interchange locations, a phased implementation of these interchanges, such as Bathurst Street, may be considered pending further design development and consultation in subsequent design stages.</p> <p>58.2nd Concession Road: the 'preferred' alternative 1 does nothing to consider the environmental footprint. Alternative 3 is a viable option, and alternative 2 is at least a compromise. Alternative 3 should be used.</p> <p>Please refer to the Project Team's responses Question 8.</p>	

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						<p>59.BR 12 & 14: Have designs been approved? While the Updated Technically Preferred Route is subject to further refinement during future phases of work, the configuration of the interchanges and recommendations for overpasses / underpasses is unlikely to change given the anticipated growth in the Study Area and the resultant traffic demands. In the following Detail Design phase, the bridges will be further refined, and permanent navigational aids and signage will be developed. Before the bridges can be constructed, approval from Transport Canada will be required.</p> <p>60. Traffic Model Analysis: How long will the local roads forecasted to exceed capacity by 2031 and 2041 under No Build scenarios see relief in a 'build' scenario? There are already development plans along the route and so this data is misleading.</p> <p>61.What are the traffic and time saving scenarios if regional roads were expanded instead of Bypass build? 33 minutes should be compared to the no build scenario with expansion of regional and local roads, or GO station development.</p> <p>Please refer to the response to Questions 8, 15, 18, 20 and 26.</p> <p>62.Section 5 recognizes the pending damage to wildlife, habitat, endangered species yet the mitigation is non existent. Section 5 also states wildlife will be likely, especially deer losing 42 hectares of wintering area. by injury or mortality during construction without mitigation. This also doesn't mention the impact on</p>	

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						<p>human injury or mortality. What then is the mitigation prior to construction?</p> <p>Please refer to the Project Team's responses to Questions 12, 14, 41 and 48.</p> <p>63. Bat species at risk: 58.91 hectares of habitat impacted but the mitigation is to move things prior to their roosting. The Endangered Species Act must be invoked to protect not get authorization; likewise for Eastern Whip-poor-will, Bobolink and Eastern Meadowlark, Blandings Turtle and Least Bittern. How many species will this project knowingly/eradicate?</p> <p>Please refer to the Project Team's responses to Questions 17, 29 and 33.</p> <p>64. How do we know which of the mitigations are commitments vs recommendations? Seems to me that a recommendation does not need to be followed unless it is supported by the Endangered Species Act requirements. How will accountability for this be managed and how will the public be made aware?</p> <p>As detailed in Section 5.4, 5.5, and 5.6 of the Updated Draft EIA, the various commitments to future work that will be carried forward for the Project include:</p> <ul style="list-style-type: none"> • Conditions of Approval issued by MECP in response to the 2002 Environmental Assessment (Table 5-24) • Commitments identified in the 2002 Approved Environmental Assessment (Table 5-25) • Commitments identified in the current Preliminary Design study (Table 5-26) <p>Requirements to adhere to Project Planning and Design Best Management Practices, Procedural</p>	

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						<p>Best Management Practices, Water Management Best Management Practices, and Erosion Control Best Management Practices are included throughout Section 5 of the Updated Draft EIAR and in a number of commitments to future work identified in Table 5-26.</p> <p>Where noted, the mitigation measures, monitoring activities and recommendations to explore opportunities to minimize impacts will be carried to all future phases of work for the project including design and construction of the Updated Draft EIAR,</p> <p>65. Is the Access Management Plan mandatory to follow? The Project Team has included a number of environmental management plans that must be developed prior to construction. Adherence to the plans during construction will be required and it is important to note that contractor behavior is monitored by the Ministry.</p> <p>66. In the tables listed in Section 5, the term 'shall' is used. IS the team's understanding that this is the same as 'must'? The use of terms like where appropriate, should and recommended is based on the need for additional investigations and design of the project to be completed in order to understand exactly where specific measures, avoidance / mitigation strategies, approvals and design principles must be implemented. At this time, it is not appropriate to commit absolutely to measures such as edge management plans or specify locations where Fisheries Act Authorizations are absolutely required. Therefore, the Updated Draft EIAR requires consideration and review of all recommendations throughout the corridor during</p>	

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						<p>future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the preliminary design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>67. Stormwater management was used for the 404 extension yet damage still occurred to the Maskinonge River and watershed. What is the difference between what was done then and what is proposed now for the Bypass?</p> <p>As noted in the responses to Question 14 and 17, and as detailed in Section 5.1.3 of the Update Draft EIAR, a stormwater management plan for the corridor has been developed to minimize impacts to the drainage system and surrounding environment once the proposed Bradford Bypass has been constructed. In addition, as detailed in various sections of the Updated Draft EIAR, a number of environmental management plans must be developed including erosion and sediment control plan(s), groundwater management plan(s), spill management plan, etc. These plans will be developed prior to construction and must be adhered to during construction to prevent impacts to water during construction.</p> <p>68. It is good to see Salt Management includes Canada's Climate Change Code and the best options are being proposed</p>	

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						<p>however it doesn't state specifics. Who will be monitoring this?</p> <p>Please refer to the response to Question 17 and Section 5.1.3 / Table 5-26 of the Updated Draft EIAR, (row SW-2.00) for additional details related to salt management.</p> <p>69. Well water contamination. The report states: "If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended mitigation measures." yet it does not specify if the Ministry will pay for the remediation except for the temporary bottled water. Will the Ministry pay for remediation?</p> <p>Please refer to the responses to Questions 39, 40 and 41.</p> <p>70. Are the residents in the noise sensitive area aware that a noise barrier wall is being considered? When will they know it will be built? Will the potential noise barrier wall cause further impact to the water it crosses?</p> <p>In order to share information related to the Project as widely as possible, particularly to residents, businesses and stakeholders in the Study Area, each notice issued for the Project is distributed via Canada Post to all addresses within 500m of the Study Area and to those individuals who have signed up for the project contact list.</p> <p>While the Project Team cannot comment on interactions with specific residents/property owners/stakeholders due to privacy, the Project Team is optimistic that residents located in close proximity to the proposed noise barriers are aware of the recommendations provided in Section 5.2.3 of the Updated Draft EIAR.</p>	

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						<p>Timing for future phases of work for the project including detail design and construction has not yet been determined. The ministry is committed to continuing stakeholder and public engagement and consultation beyond the regulatory requirements set out in Ontario Regulation 697/21, including continuing discussions with members of the public, local stakeholders and Indigenous communities with respect to potential impacts and mitigation throughout future phases of the project. As such, additional notices and invitations to participate in the Project during future phases of the project will be distributed via Canada Post to all addresses within 500m of the Study Area and those individuals on the project contact list. In keeping with MTO policy, the proposed noise barriers are being considered within MTO lands. The noise barrier on the Holland River East Branch bridge will not impact the water crossing.</p> <p>71. Emissions of construction vehicles and equipment: the report uses the term 'should be' for mitigations to reduce emissions. Is this the same as mandatory and who will oversee to ensure accountability? Does this fall under the Compliance Monitoring Plan? Fugitive dust: the term 'may be used by the construction contractor'. Who is ensuring accountability for this? Does this fall under the Compliance Monitoring Plan?</p> <p>Please refer to the responses to Questions 14 and 68. Monitoring and oversight of work during construction will be the responsibility of both the Ministry and the Contractor(s) doing the work. The Ministry will complete site inspections to verify the Contractor is performing the work in accordance with the design and management plans to be prepared for the Project and all environmental laws/regulations/approvals applicable to the Project. The Contractor will</p>	

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						<p>also be responsible for self-monitoring their own performance to ensure the same adherence to design/plans/law. The Contractor will also be responsible for reporting the results of their inspections to the Ministry.</p> <p>As owners of the Project, the Ministry is responsible for the Compliance Monitoring Plan and Annual Compliance Reports identified in the 2002 Conditions of Approval imposed by the Minister of the Environment, Conservation and Parks (Section 5.4 of the Updated Draft EIA). In accordance with Ontario Regulation 697/21, the results of mitigation monitoring will made available on the Project Website. . .</p> <p>72. Emissions, pollution levels and climate change: table 5.17 indicates that emission conditions at 100 km/hr speed, are better in the future with a no-build scenario for almost all the gases: 8.3 vs 13.49 NO₂; 697.07 vs 737.27 CO₂ and so on except PM and Acrolein and in fact, PM_{2.5} and Acetaldehyde and Benzo Pyrene are worse with the build than current conditions therefore how is building this bypass beneficial to climate change, let alone air pollution and human health? It doesn't matter what the notes are that spike the projected readings for the build scenario emissions, the emissions are clearly still higher than a no build scenario. Am I reading the chart incorrectly? This goes likewise for table 5.18 at 110 km an hour.</p> <p>As detailed in Section 5.2.4.1, impacts on a cumulative basis within the Study Area from the Future Build Conditions (with the new Bradford Bypass) increase in comparison to a No-Build scenario for several contaminants and their respective averaging periods. This is due to increased traffic along the Bradford Bypass,</p>	

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						<p>where in a No-Build scenario this traffic is dispersed along Holland Street and Bridget Street and within communities to the south of the Study Area. As noted in response to Question 16, areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads surrounding the proposed Bradford Bypass to the new corridor and greater freeway network. Reductions in traffic volumes. Reduced emission impacts are anticipated as the Bypass will alleviate congestion during peak hours in areas including Town of Bradford West Gwillimbury, community of Holland Landing, Town of East Gwillimbury, and northern King Township.</p> <p>73. Table 5.19 only compares the data of build with the 2019 emissions - where is the percent for the future no build scenario? Based on tables 5.17 and 5.18, it would be even less than that of the build percentage and therefore better overall.</p> <p>Total greenhouse gas emissions were only calculated for the project sources of air quality contaminant emissions. This approach is consistent with Ministry's Air Quality Guide, wherein the Project Team is required to calculate a Greenhouse Gas and Computer-Aided Design burden analysis of the Project against provincial air quality levels and emissions. Please also refer to the response to Question 72 with regard to reduced emission impacts on local roads.</p> <p>74. Where is the Climate Change Resilience Assessment? The Climate Change Resilience Assessment reports there are</p>	

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						<p>high risk factors especially on hot or windy days yet only uses terminology like 'may be used', 'recommended for guidance' and 'potential measures' for mitigations. Again, why does mitigation language remain noncommittal and vague?</p> <p>75. How many days are we talking about in a year in an area that is known locally for its wind tunnel, snow belt effects, that incidentally would likely be much better suited for wind turbines?</p> <p>Please refer to the Project Team's responses to Questions 28 and 67.</p> <p>76. Landscaping: The statement reads "Depending on the final space available...woodland vegetation will be used as an opportunity for replanting compensation trees (reforestation planting)". Earlier in the report, it was a commitment to return tree for tree. Where will the reforestation occur if/when there is not enough 'final space' and what is the age of the reforested trees, that is, will mature trees be matched with mature replacement trees? The mitigation states "Reforestation plantings will consist predominately (predominantly) of large growing tree species" but doesn't specify the age of the replanting trees.</p> <p>Please refer to the Project Team's responses to Question 54 and 68. Additional investigations and design of the project are to be completed in order to understand exactly where specific measures, avoidance / mitigation strategies, approvals and design principles must be implemented. At this time, the space available for plantings and restoration is approximate and subject to change during future phases of work as design details are defined further.</p>	

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						<p>77. Table 5.25 “Financial” - again, no cost for the entire project nor any of the components is listed. There are 'jobs and benefits for years to come' by simply widening existing roads and many more long term benefits for climate and environment remain intact. There is a financial cost to mitigate the damage caused by this highway in carbon capture and farmland which is not factored in here.</p> <p>Table 5-25 of the Updated Draft EIAR lists the commitments carried forward to the Preliminary Design stage of the project from the 2002 Approved Environmental Assessment (2002 Approved EA). As such, refinements to Table 5-25 cannot be made.</p> <p>That said, as the ministry brings this project to market, the ministry wants to ensure we can retain the best value for the project. To protect procurement processes, the ministry will not be releasing cost estimates prior to the award of contracts for the future phases of work to be completed.</p> <p>It is important to note that costs associated with mitigation measures will be included in the overall cost for the Project.</p> <p>78. Table 5.25 notes “Minimal long term environmental impact of the Link through design and mitigation”. Where is the mitigation for carbon capture loss over time? How is this minimal? IF a project is not increasing the amount of carbon capture, the damage is not 'minimal'.</p> <p>Please refer to the Project Team's responses to Questions 25, 27 and 77.</p> <p>79. Table 5.25 notes “Minimal long term environmental impact of the Link through design and mitigation” and “ High priority given to environmental work as design</p>	

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						<p>proceeds". How is this the case for the endangered species that are likely going to be eradicated by this project? Unless you can guarantee that there is no loss of the endangered and threatened species, this project shouldn't be happening. Critical links in our biodiversity are being lost to human activity such as this. How can this be considered 'minimal long term impact'?</p> <p>80. Please explain the premise for this statement from Table 5.25: "Where possible, larger blocks of vegetation were avoided. However, 22.1 hectares of higher quality woodlands will be removed. The total area of the Holland Marsh Endangered Species Act affected by the proposed facility is 17.2 hectares. The impact will not affect the status of the Endangered Species Act."</p> <p>Please refer to the Project Team's response to Question 77.</p> <p>As noted in response to Question 17, the ministry is required to follow all relevant provincial and federal legislative requirements, standards, and practices as they apply to the design, construction, and operation of the project to ensure environmental protection. This includes but is not limited to the <i>Federal Fisheries Act</i>, <i>Endangered Species Act</i>, <i>Species at Risk Act</i>, <i>Canadian Navigable Waters Act</i> (CNWA), Permits to Take Water (PTTW)/Environmental Activity and Sector Registry (EASR) Registration for Groundwater.</p> <p>81. Table 5.25 states: "The Ministry has assessed potential impacts to vegetation, wildlife habitat and sensitive natural areas to propose appropriate mitigation measures to avoid, minimize and mitigate potential impacts to natural areas along</p>	

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						<p>the Updated Technically Preferred Route." Is this based on assessment data that is over twenty years old?</p> <p>Please refer to the Project Team's responses to Questions 2, 4 and 77.</p> <p>82. Table 5.25 states: "9.5 hectares of Provincially Significant Wetlands will be crossed by the right-of-way; the remaining 8.9 hectares are composed of marsh and swamp community types. The above figures refer to the total land area taken by the 100 metres right of-way to be designated for the route. In fact, the direct physical impacts will be significantly less and will be limited to the construction of widely separated bridge piers." Why can the team then not specify with better accuracy the amount of marshland that will be impacted?</p> <p>Please refer to the Project Team's response to Question 77.</p> <p>Potential impacts associated with preliminary design for the Project have been detailed in Section 5.1.1 of the Updated Draft EIAR wherein it is noted that a total of 4.79 hectares (0.4%) of the Provincially Significant Holland Marsh (BW5) Wetland (1261.67 hectares), 7.94 hectares (0.4%) of the Holland Marsh Wetland Complex Provincially Significant Wetland (1986.90 hectares), 0.86 hectares (0.2%) of the Maskinonge River Wetland Complex Provincially Significant Wetland (398.77 hectares) and 23.41 hectares of unevaluated wetlands are anticipated to be impacted by the preliminary design for the Project. The right-of-way for the Project also overlaps with the Greenbelt Plan (128.04 hectares) and 12.19 hectares of the Lake Simcoe Region Conservation Authority Holland Marsh Environmentally Significant Area.</p>	

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						<p>Impacts associated with the Project in the Updated Draft EIAR are preliminary and will be refined during future phases of work for the Project including during detail design when design details associated with the specific elements of a project become more defined.</p> <p>83. Throughout Table 5.25 I do not see any consultation with First Nations listed for mitigations. IS this because it is all listed in the separate table?</p> <p>Please refer to the Project Team's response to Question 77.</p> <p>Also, as noted in response to Question 17, consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts process and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project and a record of Indigenous consultation and correspondence are recorded in Table 7-3 and 7-10 of the Updated Draft EIAR.</p> <p>For more information on Indigenous consultation, please refer to Section 7.4 of the Updated Draft EIAR.</p> <p>As noted in the response to Question 70, the ministry is committed to continuing stakeholder and public engagement and consultation beyond the regulatory requirements set out in Ontario Regulation 697/21, including continuing discussions with members of the public, local stakeholders and Indigenous communities.</p> <p>84. Table 5.25 states: " The proposed 400-404 Link will remove 23.7 hectares of significant wildlife habitat, potentially affect two Provincially and Nationally "vulnerable" species (Louisiana Waterthrush and Red-shouldered Hawk) currently nesting in proximity to the</p>	

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						<p>recommended plan, and potentially interrupt wildlife movement along some stream corridors and woodlots, particularly in the area between Highway 400 and Simcoe County Road 4 (Highway 11).” How is this “minimizing” the impact on wildlife? 2 endangered species will be eradicated, movement of wildlife will be restricted causing potential mortality and 23.7 hectares of carbon capture and wildlife land gone. How is this “minimizing”?</p> <p>Please refer to the response to Question 77 and note that the existing conditions within the Study Area have been updated since the 2002 Environmental Assessment.</p> <p>Bridge designs for the crossings of the Holland River and Holland River East Branch have considered environmental constraints including, but not limited to, terrestrial ecosystem, including sensitive species and wetlands, fish and fish habitat, archaeological resources, floodplain modelling, and stormwater management.</p> <p>Design of structures will take into account passage for both small and large mammals where feasible. For more information on the mitigations being forward through Preliminary Design, please refer to Table 5-25 in the Updated Draft EIAR.</p> <p>As noted in prior responses and detailed in Section 2.1.1 of the Updated Draft EIAR, the Project Team has completed a detailed review of the existing conditions in the Study Area, including investigations to understand the potential presence of Species at Risk and their habitat. Based on these investigations, 12 Species at Risk were determined to have high or medium potential to occur in the Study Area; however, the presence or absence of all Species</p>	

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						<p>at Risk will be re-confirmed in subsequent design phases through additional field investigations and targeted surveys.</p> <p>85. Table 5.25 states: “ Preserve agricultural land and minimizing negative impacts on agricultural operations” yet “The total land area, currently in active agricultural production, directly affected by the proposed facility is 84.4 hectares in the western section and 69.9 hectares in the east and central section totaling 154.3 hectares.” Not only does this impact local food security, it also impacts carbon capture yet again.</p> <p>86. What is the cost for lost agricultural production of the 154.3 hectares of active agricultural production? Has this financial total been subtracted from whatever positive benefit to the GDP the Bypass presumes to claim?</p> <p>The lost agricultural GDP has not been considered as part of the Bradford Bypass Agricultural Impact Assessment as the purpose of the Bradford Bypass is to relieve the projected congestion on existing local roads between Highway 400 and 404.</p> <p>Congestion already costs Ontario billions in lost productivity, adds to the costs of goods, and reduces quality of life. Without new infrastructure to help move people and goods, the region will quickly become overwhelmed.</p> <p>Please refer to the Project Team’s responses to Questions 46 and 77.</p> <p>87. Table 5.25 states: “ In supporting mobility of people and goods and in supporting the economic development of the Study Area (Bradford in particular), the Link may contribute to a reduction in dependence on long-distance commuting for residents of northern York Region as a significant</p>	

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						<p>proportion currently travel to jobs outside the area." This creates an antithesis. The Bypass is being created to cut down the travel time for long distance travel but there is an assumption that some of these long distance travellers will no longer need to use the Bypass because they will find jobs in their own area due to the development around the Bypass. Moreover, there is development of businesses in the area without the Bypass. Furthermore a study or survey has not been done to verify who is travelling from Bradford to their place of work, nor how far, so this statement is a weak hypothesis at best.</p> <p>88. Table 5-25 states: 'Avoidance of contributing to unsustainable development patterns'. On the premise that that development begets development, this project is contributing to unsustainable development patterns. Municipalities have repeatedly started within the past 2 years that they cannot afford the infrastructure costs that come with urban sprawl development. This Bypass has already attracted further development as the report itself states and therefore is part of the problem.</p> <p>Please refer to the Project Team's response to Question 77 as this language was created during the 2002 Approved EA for the Project and cannot be refined.</p> <p>Population and economic growth will effect travel patterns and choices in the Study Area just as introducing the Bradford Bypass will influence travel patterns in the Study Area. Please refer to the Project Team responses to Questions 15, 18 and 20.</p>	

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						<p>89. Table 5-26 contains an array of “should”, “may” that must be ‘shall’ or ‘must’</p> <p>Please refer to the Project Team responses to Question 66.</p> <p>90. Terr 2-04 in table 5-26 - age of tree must be added.</p> <p>Tree age will be identified during the tree inventory to be completed during future design phases of work for the Project.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>	

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CT-DraftUEIAR-48	<p>To: [REDACTED] MTO, Project team cc'd</p> <p>From: [REDACTED]</p>	Email: [REDACTED]	Sanitary and Water Servicing for [REDACTED]	August 8, 2023	<p>Ms. [REDACTED]</p> <p>On behalf of the [REDACTED] in the Town of Bradford West Gwillimbury, please find attached our letter outlining the preferred sanitary and water servicing solutions for the [REDACTED] as well as our request for servicing corridors through the MTO Bradford Bypass lands.</p> <p>If possible, we'd like to set up a meeting with MTO staff, the Town, and [REDACTED] representatives to discuss the proposed servicing solutions as described in the attached letter.</p> <p>Please advise whether a meeting can be coordinated, but in the meantime, please do not hesitate to contact [REDACTED] or myself if there are any questions or concerns.</p> <p>Thank you,</p> <p>[REDACTED]</p>	<p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and the information shared on behalf of the [REDACTED]</p> <p>The project is currently in the Preliminary Design phase, which involves refinement to the Technically Preferred Route at select locations. The results of the Preliminary Design evaluations, including the proposed design for this location, is documented in the Updated Draft Environmental Impact Assessment Report (EIAR), which was available for public review and comment from July 13, 2023 to August 14, 2023 (https://www.bradfordbypass.ca/wp-content/uploads/2023/07/RPT_2022-07-13_Bradford-ByPass-Updated-Draft-Environmental-Impact-Assessment_60636190_optimized_locked.pdf). Furthermore, the Project Team also noted that the Bradford Bypass alignment west of County Road 4 that you shared with us is different than the current proposed alignment. Please see the proposed alignment - roll plan showing the design is in this link - 01_Plan (bradfordbypass.ca).</p> <p>The ministry is committed to effective engagement and consultation throughout the Bradford Bypass Project. Once the Project Team has completed this phase of the study, the ministry will schedule a meeting with the Group and the Town regarding this request.</p> <p>Please also ensure to submit future planning applications to the MTO Corridor Office directly.</p> <p>If you have any other questions related to the proposed Bradford Bypass Project, please feel free to reach out via projectteam@bradfordbypass.ca or toll free at 1-877-247-6036.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	No

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CT-DraftUEIAR-49	To: Project Team From: [REDACTED]	Email: [REDACTED]	Clearance above bridge	August 8, 2023	<p>I am not sure you understood my question, I am asking the clearance I need to fly over the bridge, not under it. I would only fly under it in an emergency. So how high are the railings and light poles from the surface of the water?</p> <p>It is not clear from your statement how far the highway will be from the portion of the river that parallels the highway in the east/west direction. Can you please tell me?</p> <p>Regards, [REDACTED] [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The final height of the crossing over the Holland River East Branch will be determined during subsequent design phases of the project.</p> <p>At this Preliminary Design phase, there is no proposed illumination on the Holland River structures.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team Email: projectteam@bradfordbypass.ca Toll-Free: 1 (877) 247-6036</p>	No

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CT- DraftUEIAR-50	To: Project Team From: [REDACTED]	Email: [REDACTED] CC'd: [REDACTED]	Traffic Modelling	August 9, 2023	<p>Hi Project Team,</p> <p>Thank you for your recent email concerning the Bradford Bypass. Attached to this email is a summary of the traffic volumes provided by York Region and Simcoe County. As you are aware a 4 lane road will carry 40000 to 60000 vehicles per day (AADT). A 2 lane road will carry half this .</p> <p>York Region</p> <p>39088 no growth - Yonge Street Hwy 11 at West Holland River.</p> <p>8066 - Bathurst Queensville Sideroad.</p> <p>31000 to 33800 - Highway 404 at Queensville SR.</p> <p>41326 with 2 percent growth - Yonge Street north at Green Lane.</p> <p>35947 with 1 percent growth - Yonge Street south at Green Lane.</p> <p>40715 with 3 percent growth - Yonge Street east side at Green Lane.</p> <p>23542 with 1 percent growth - Yonge Street west side at Green Lane .</p> <p>Simcoe County</p> <p>16700 - CR 4 Yonge Street north .</p> <p>23000 - CR 88 Bradford Sideroad west.</p> <p>5400 - CR 54 former 10th SR.</p> <p>3300 - CR 14 former 5th Lane.</p> <p>Would you please check your traffic model. As you can see from my summary there is not enough traffic to justify a Bypass around Bradford. A Bypass around Newmarket</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>As noted in our previous response sent on August 8, 2023, the model for the Study Area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area.</p> <p>The Aimsun traffic model used a variety of data sources including the Greater Golden Horseshoe Model; York Region / Simcoe County forecasts of growth in population and employment; York Region Transportation Master Plan 2041 road network improvements; and, in consultation with Simcoe County who are actively updating their Transportation Master Plan.</p> <p>The implementation of the Bradford Bypass is expected to redistribute traffic from local roads surrounding the proposed Bradford Bypass to the new corridor and greater freeway network. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads. The alleviation of traffic on local roads benefits the area including but not limited to Town of Bradford West Gwillimbury, community of Holland Landing, Town of East Gwillimbury, and northern King Township by alleviating congestion during peak hours.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>	No

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					<p>would make more sense based on the existing growth .</p> <p>Yours very truly,</p> <p>██████████</p> <p>████████████████████</p>	<p>Email: projectteam@bradfordbypass.ca</p> <p>Toll-Free: 1 (877) 247-6036</p>	

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CT-DraftUEIAR-51	To: Project Team From: [REDACTED]	Email: [REDACTED] [REDACTED]	Property Inquiry	August 10, 2023	<p>Good morning,</p> <p>I wanted to inquire about the land at [REDACTED] in East Gwillimbury. It has been acquired by [REDACTED] and we wanted to know what- if any expropriation changes would be impacted by the Bradford Bypass. I did a read through of the public documentation posted but was unable to find anything specific to our area regarding expropriation and was hoping someone from your team could inform us of any changes – or no change.</p> <p>Please let me know at your earliest convenience,</p> <p>Thank you so much!</p> <p>[REDACTED] Administrative Assistant – Property Management and Development [REDACTED] [REDACTED]</p> <p><i>This e-mail and any files transmitted with it are strictly confidential and solely for use by the addressee(s). If you have received this message in error, do not disseminate, distribute, copy the contents, or take any action in reliance on the contents of the information in this e-mail. Please notify the sender immediately and delete this e-mail and any transmitted files from your system. Please consider the environment before printing this email.</i></p> <p>If you do not wish to receive future emails from us please email</p>	<p>Dear [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The Project Team previously met with [REDACTED] of your organization November 10, 2022 to review the impacts to [REDACTED]. We can confirm that the impacts to this property have not changed and an image of the property required to accommodate the proposed Bradford Bypass is attached.</p> <p>The Ministry's property representative will reach out to discuss the proposed property acquisition further and answer questions regarding the process.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>	No

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CT-DraftUEIAR-52	To: Project Team From: [REDACTED]	Phone: [REDACTED] Email: [REDACTED]	RFQ	August 11, 2023	Hello Good Morning my name is [REDACTED] I'm a structural engineer team at [REDACTED] I'm inquiring about the design procurement particularly the release date of the RFQ for the Bradford Bypass this project aligns with our expertise when you have an opportunity I'd greatly appreciate a call back at [REDACTED] again that's [REDACTED] Thank you so much for your time have a great day	<p>[REDACTED] called on August 18, 2023 and left a voicemail inviting a call back</p> <p>[REDACTED] called on August 22, 2023 and left a voicemail inviting a call back</p> <p>[REDACTED] called on August 23, 2023.</p> <p>[REDACTED] stated they wanted to know the status of the Preliminary Design phase.</p> <p>[REDACTED] stated that once the Final Environmental Impact Assessment Report is published and the Statement of Completion is issued, the Preliminary Design phase will be finished.</p> <p>[REDACTED] asked to be updated as the project progress and provide their email.</p> <p>[REDACTED] stated they will be added to the contact list and updated as the project progresses.</p> <hr/> <p>Hi [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>The timing for future phases of work for the project including detail design and construction has not yet been determined.</p> <p>As you are already on the Project Contact List you will continue be notified through email of future milestone events including filing the Final Environmental Impact Assessment Reports and other updates for this study.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>	No

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CT-DraftUEIAR-53	To: Project Team From: [REDACTED]	Email: [REDACTED]	Draft EIAR	August 14, 2023	<p>Reference: Bradford Bypass per Ontario Regulation 697/21 In accordance with Sections 20 and 25 - Draft Environment Impact Assessment Report: per <u>Updated Technically Preferred Route</u></p> <p>Morning, with respect to the above Notice of Publication dated July 6th, 2023; I'd like to state my concerns, many of which are in agreement with the Simcoe County Greenbelt Coalition.</p> <p>Having reviewed <i>an driven</i> close enough in the surrounding areas to be affected by the "Recommended Plan" and imaging the possibility of seven (7) full/partial freeway interchanges between HWY 400 and HWY 404 appears (rail, structures on the Holland River) excessive, incredibly expensive (labour and materials) and a huge undertaking.</p> <p>The Town of Bradford, West Gwillimbury is a rapidly growing community already expansive in the northern and western sections of County Road 10, County Road 4 and East to the Holland River. Additionally, future expansion beyond 2025+ North to Line 10. The proposed Bypass cuts as your Study shows massively through the heart-land of prime agricultural lands, natural wetlands and impacting a landscape with a Freeway structure not to mention the enormous cost of 4-Billion dollars and possibly more.</p> <p>This proposal of a Bradford Bypass isn't in reality "bypassing" Bradford but is cutting massively through 16.3-kilometre of prime environmental lands that doesn't benefit the Town, that I can see via lost revenue traffic: pedestrian traffic (stop & shop), commercial business and retail. The biggest <u>financial losers are</u> the Town (residential &</p>	<p>Dear [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please see below the responses to your comments sent on June 30, 2023 and August 13, 2023.</p> <p>The Greater Golden Horseshoe population is expected to reach nearly 15 million by 2051, and the number of trucks on the road is expected to double. For Ontarians in 2051, average travel speeds are expected to be 16 percent slower when compared to 2016. Congestion already costs Ontario billions in lost productivity, adds to the costs of goods, and reduces quality of life. Without new infrastructure to help move people and goods, the region will quickly become overwhelmed.</p> <p>Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH).</p> <p>This new transportation corridor will relieve congestion on existing local roads between Highway 400 and Highway 404 and support projected urban development in Simcoe County and York Region. It will also provide a northern freeway connection between Highway 400 and Highway 404. On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario. There are a number of existing businesses (commercial/industrial) operating within the Study Area. The overall impact to businesses is expected to be positive as traffic flow and accessibility will be improved. Once completed, the Bradford Bypass would attract more business to the area, creating and sustaining good local jobs.</p>	No

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					<p>commercial) and surrounding "mom & pop" village communities who rely on subsequent visitors who travel through. There is also the Ontario taxpayer who is fronting the capital for such a Project - 4 Billion+.</p> <p>I am not opposed to proper logically and environmentally planned modern transportation planning but this particular infrastructure is in my as well as the opinion of Simcoe County Greenbelt Coalition and associates the wrong approach and needs to pause for a re-evaluation.</p> <p>The proposed Updated Technically Preferred Route (Recommended Plan) must stop.</p> <p>There have been alternatives proposed in the past 10-15years that would appear to be more environmentally, ecological and perhaps not as expensive nor as intrusive on subsequent lands. I point you to the Ravenshoe Road Project below Lake Simcoe shoreline to HWY 89 via Line 13 and 20th Sideroad connecting over to expansion of HWY 404.</p> <p>The objective, I believe, is to <u>alleviate the current and growing</u> (as will be in another 10+ years) traffic normally heading South/North on HWY 400 and alternatively N/S on HWY 404. The bulk of traffic I see on a weekly basis (I travel from Barrie - NMKT 3-4 times a week and sometimes wknds) frequenting Bradford for general meetings and use of the Library facilities. Additionally, subsequent usage of various retail and commercial businesses.</p> <p>The daily/weekly traffic I encounter going both ways (8-9am / 4-6pm) appears on N of HWY 89 through the City of Barrie and N of HWY 26. The recent infrastructure improvements around HWY 89 are significant but they are "interchanges E/W"</p>	<p>For more information on the impact to businesses, please refer to Section 5.2 of the Updated Draft EIAR.</p> <p>The planning process that resulted in the 2002 approved Environmental Assessment (EA) for the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed during the Route Planning and EA Study as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>MTO is currently undertaking 15 environmental studies to update and document environmental conditions, identify, and evaluate potential impacts of the project and recommend mitigation measures to reduce potential impacts and meet current environmental legislative requirements. This includes an Agricultural Impact Assessment, Air Quality Impact Assessment, and Terrestrial Ecosystems Existing Conditions and Impact Assessment Report. To view the full list of studies being conducted, please visit the overview page on the Project Website (https://www.bradfordbypass.ca/overview/).</p> <p>This update also included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period and is available on the Project website. For more information on the Environmental Conditions of the Study Area, please</p>	

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					<p>and the improvements at Innisfil Beach E/W and I for one welcome this type of improvement in transportation infrastructure.</p> <p>However, this doesn't address the need for a cross-link structure to HWY 404. The Ravenshoe Road Project should be re-evaluated as many participants and observers share the views of the Simcoe County Greenbelt Coalition. Having the expanse E/W off HWY 89 (in the vicinity) this would take a huge bulk of traffic seeking direct connection to HWY 404 and vice-versa.</p> <p>There is also, in my opinion, the need to plan, develop an alternate/routing W along HWY 89 towards Alcona or "bypassing" to get to HWY 27 N/S. This I would believe provides a thoroughfare to an already developed HWY 27.</p> <p>In summary, I trust I'm not alone in responding as a citizen/stakeholder in travelling essentially on some of the finest highways in Ontario. I have travelled many times in the USA and Europe and found ours to be superior in design, maintenance and efficiency. That includes the 407 structures which are very well designed and built.</p> <p>Consider these points: those that are non AECOM but serve in government:</p> <p>Request the <u>Ministry of Transportation Ontario</u> to pass a resolution on the following:</p> <ul style="list-style-type: none"> Publicly release the traffic studies, clearly indicating the points of origin and time savings to justify this project; 	<p>refer to Section 2 of the Updated Draft Environmental Impact Assessment Report (EIAR).</p> <p>When selecting the Updated Technically Preferred Route, the Project Team used a reasoned argument method of evaluation to identify the advantages and disadvantages to select the design refinements and alternatives for the project.</p> <p>The Updated Technically Preferred Route may be subject to change and will be updated throughout the project, as required.</p> <p>Details regarding the Updated Technically Preferred Route are documented in Section 3 and Appendix B of the Updated Draft EIAR, which is available on the project website.</p> <p>Please see below the response to the Environmental Report sent on June 30, 2023.</p> <p>1. Removing Greenbelt lands including Provincially Significant Wetlands from the Holland Marsh as well as some of its specialty crop areas. In fact, almost 70% of the land within the study area for this highway is prime agricultural land (class 1-3).</p> <p>As part of the Preliminary Design, the Project Team considered all impacts and will continue to work with environmental agencies, municipalities, and other concerned stakeholders to identify measures to avoid or mitigate the potential impacts of placing new or expanded provincial highways within areas of the existing and enhanced Greenbelt lands.</p> <p>The Greenbelt Plan acknowledges the necessity of building infrastructure. The Plan allows for existing, expanded or new infrastructure in the Greenbelt if the infrastructure serves the significant population growth expected in southern Ontario.</p> <p>Potential impacts to agricultural lands as a result of the Project have been assessed with regards to the loss of agricultural land, loss of prime agricultural</p>	

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					<ul style="list-style-type: none"> Do a value-for-money audit of this project comparing it to regional road and public transit alternatives; If traffic studies and the evaluation of alternatives justify it, pay for regional road improvements; excellent community value Plan for sustainable transportation. Prioritize getting Lake Simcoe watershed-area GO stations built: Innisfil Orbit, Barrie waterfront; and all day two way electrification of the GO line; expand rail transport N/S and E/W similar to European arteries of transport - PARK the Vehicle-ride the Rails; Complete studies that are not being done — Impacts to Lake Simcoe, cumulative climate impacts, cumulative health assessments and cumulative water impacts; Use a salt alternative on ALL major 400 series and Regional highways; The Bradford Bypass will do nothing for the residents of Bradford and East Gwillimbury except impose vast amounts of unsustainable sprawl. Bradford Council needs to restrict large/overweight transportation vehicles on Holland St. (E/W) as it is restricting daily traffic and ruining the current roads. MTO's studies and reports show that this highway will not solve local (Bradford, Innisfil) traffic problems. MTO states that these problems are the <u>responsibility of local</u> municipal governments, <u>Municipal Councils start enforcing by-laws</u> The only reasonable way to solve HWY400 / HWY404 and local travel problems is to extend Ravenshoe Road and <i>possibly</i> Bradford's 8th Line over the Holland River. There will be so much salt contamination from the Bradford 	<p>land, creation of severed parcels, and increased fragmentation of the land base on the designated agricultural lands. These potential impacts cannot be avoided. There are also potential impacts to adjacent agricultural lands and communities based on the proposed locations of the interchanges and by the proposed highway lighting.</p> <p>The first method of addressing potential impacts is to avoid the potential impact. In this study, the proposed future development of the Bradford Bypass lands will be a permanent use with portions of the Bradford Bypass being located within designated agricultural areas. As a result, there will be designated agricultural lands lost due to the project, which cannot be avoided.</p> <p>When avoidance is not possible, the next priority is to minimize impacts to the extent feasible. The minimization of impacts may be achieved during the design process and through proactive planning measures that provide for the separation of land uses. The Updated Technically Preferred Route has taken into consideration the 2002 Approved Environmental Assessment by maintaining parts of the original alignment and employing similar techniques to minimize the corridor footprint and impact the fewest agricultural buildings, investment and agricultural operations, thereby minimizing the potential impacts to the agricultural land base, agricultural operations, and the agricultural system.</p> <p>When avoidance techniques and minimizing potential impact to agriculture have not achieved the desired effect the next priority is to mitigate any further impact. Potential mitigation measures may include:</p> <ul style="list-style-type: none"> The use of salt management plans to reduce the amount of salt require for de-icing The use of adequate fencing or berms and vegetated features between different land uses to reduce the potential for trespassing and potential vandalism 	

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					<p>Bypass that these local road bridges over the Holland River will not be permitted if the Bradford Bypass is already in place;</p> <ul style="list-style-type: none"> As it is, without the Bradford Bypass, Lake Simcoe will become a saltwater lake within 38 years, use <u>an alternative</u> to road salt. Start a new environmental assessment (EA) that looks at both provincial and local transportation problems to determine the optimum solution for all problems. There is absolutely no provincial business case reason why the Bradford Bypass should be built over this floodplain, greenbelt and Holland Marsh. IF there is, please advise. An alternative transportation corridor should be built within the vicinity of HWY 89. This would not only save large portions of our Simcoe County environment, it would also save ON-taxpayers huge amounts of money by not having (current Draft - Technically Preferred Route) to float the highway over this extremely high water table or suspend it overhead similar to Toronto's Gardiner Expressway structured columns. <p>Thank you, [REDACTED] Barrie, ON (former resident of Bradford for [REDACTED])</p> <p>Note: AECOM: your reference to "The Updated Draft Environmental Impact Assessment Report with completed archaeological studies"; it as you know 581 pages which I particularly don't have an issue with BUT it is <u>prohibitive for a senior on a fixed income to PRINT</u> even the first 30 pages which is just the Executive</p>	<ul style="list-style-type: none"> The use of plantings/vegetation as screens and buffers to reduce visual impacts and sounds Implementation of surface and/ or groundwater monitoring in areas where agricultural operations make use of surface or groundwater as part of their normal farm practices Construct or replace agricultural buildings to mitigate the loss of agricultural buildings Provide new wells or other water access for any potential groundwater disruption <p>It should also be noted that there are opportunities for local agricultural operations with the future development of the Bradford Bypass lands. The future development of the Bradford Bypass lands will bring people closer to the agricultural areas and specialty crop areas, market garden, field vegetable areas which will result in increased potential for expanding sales of local vegetable crops from the farm markets.</p> <p>Additional details on impacts to agricultural lands and proposed mitigation measures and monitoring activities are included in Section 5.2.2 of the Updated Draft EIAR, available on the Project Website:</p> <p>https://www.bradfordbypass.ca/study-process/</p> <p>2. Potential habitat destruction for twelve species at risk including the Blanding's turtle without any commitment to protect these species, their habitat or even to reduce damage. A commitment to do a future study is not good enough.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p>	

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					Summary! Can you mail me a printed copy or I would gladly pick-up a copy at your local office in Simcoe County. Please advise asap.	<p>The Updated Draft EIA requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the Preliminary Design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIA and include:</p> <ul style="list-style-type: none"> • If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1. • It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium- 	

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						<p>sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017).</p> <ul style="list-style-type: none"> Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These proposed mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further information on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <p>3. Destruction and damage to a significant Indigenous site, the Lower Landing. The report outlines how a portion of this site will be impacted by construction. Georgina Island has been on record since 1998 that they want this site completely protected. This site is more significant than 95% of existing Canadian heritage sites; therefore, this site must be protected in its entirety and First Nations must be properly engaged as per the United Nations Declaration on the Rights of Indigenous People.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details have been provided in the Updated Draft Environmental Impact Assessment Report.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at</p>	

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						<p>this site until the Stage 4 assessment has been conducted.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIAR.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>4. Impacts to Lake Simcoe which have not been studied at all despite its headwaters in the Holland Marsh Wetland complex will be the receiver of pollutants and salt thanks to the Bypass.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management,</p>	

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						<p>groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>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. The MTO Salt Management Plan outlines salt management operational practices and strategies and Best Management Practices (BMP) in terms of equipment, best practices, materials, storage, testing, storm response, application rules, snow and ice control trainings, snow removal and disposal, and technology review. This includes implementing a balanced approach to the highway salt application based on the amount of snow precipitation and highway conditions.</p> <p>In areas that are particularly sensitive, salt management measures may be necessary to mitigate environmental effects of road salt in accordance with the study objectives utilizing the Code of Practice for Environmental Management of Road Salts released by Environment Canada. The Code of Practice for Environmental Management of Road Salts can be viewed here: https://www.canada.ca/en/environment-climate-change/services/pollutants/road-salts/code-practice-environmental-management.html.</p> <p>In addition, snow removal and disposal will be utilized in accordance with the MECP Guidelines on Snow Disposal and De-icing Operations in Ontario. Further details on MECP's Guidelines on Snow Disposal and De-icing Operations in Ontario can be found here: https://www.ontario.ca/page/guidelines-snow-disposal-and-de-icing-operations-ontario#:~:text=Ministry%20Approval-If%20special%20circumstances&text=As%20a%20q</p>	

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						<p>general%20rule%2C%20the.be%20approved%20for%20direct%20disposal.</p> <p>5. Impacts to people's health particularly around air pollution and the contamination of wells and groundwater. Considering that traffic related air pollution is well known to be a contributor to many diseases including cancers, heart disease and respiratory disease, a cumulative health impact study is required.</p> <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIAR. To better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford</p>	

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						<p>Bypass is expected to redistribute traffic from local roads surrounding the proposed Bradford Bypass to the new corridor and greater freeway network. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads. The alleviation of traffic on local roads benefits the area including but not limited to Town of Bradford West Gwillimbury, community of Holland Landing, Town of East Gwillimbury, and northern King Township by alleviating congestion during peak hours.</p> <p>Recognizing the potential impacts to groundwater and private wells in the Study Area, the Project Team has completed and initial assessment of the groundwater and surficial soils within the Study Area and documented the findings in a Hydrogeological Data Report. In addition, a Water Well Survey was completed and included a review of available secondary should information as well as data from stakeholders in the Study Area regarding their existing water wells.</p> <p>Additional well surveys and a detailed assessment of potential groundwater interference will be completed during future phases of the project. A Construction Dewatering Plan will also be prepared to identify potential impacts to groundwater and measures to be implemented to avoid or mitigate the impacts. In addition, all groundwater taking must adhere to the municipal, regional, provincial and federal policies and any permits or approvals required for the Project will be obtained prior to construction.</p> <p>Impacts to groundwater and proposed mitigation measures and monitoring activities are also summarized in the Updated Draft EIAR (Section 5.1.4).</p> <p>6. Increase in greenhouse gas emissions without a cumulative impact assessment on regional climate.</p>	

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						<p>The Project Team has undertaken a Qualitative Climate Change Assessment to assess potential impacts and suggest mitigation options for consideration. The assessment was completed accordance with MECP's Climate Change Guide (Considering Climate Change in the Environmental Assessment Process, 2017), and considers the project's resilience or vulnerability of the undertaking to changing climatic conditions. Findings are summarized in Section 5.2.6 of the Draft EIA.</p> <p>7. Extend the consultation time past 30 days and give at least 120 days for the public, affected municipalities, Indigenous communities and Indigenous governments time to understand and respond to this lengthy report</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project move forward in an environmentally responsible way that is responsive to the needs and concerns of communities.</p> <p>In accordance with Ontario Regulation 697/21, an initial Draft EIA -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review from starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with the regulation, have recently been finalized and incorporated into an updated Draft EIA. This updated report was posted for an additional 30-day consultation period. The Updated Draft EIA posting includes the information from the</p>	

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						<p>initial draft to ensure stakeholders can review additional information in full context of the project.</p> <p>The Updated EIA was made available on the Project website for an additional 30-day consultation period, from July 13, 2023 until August 14, 2023. The updated draft EIA posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIA and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>8. Mandate a cumulative health impact assessment that will outline specifically the public health costs of this highway due to air pollution, groundwater contamination and increased greenhouse gas emissions due to induced demand</p> <p>As noted in the response to Question #5, the human health implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIA and the Project Team will continue to evaluate and characterize project-related air quality impacts to health and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts.</p> <p>9. Detailed commitments on protection of species at risk and their habitat within the study area</p> <p>As noted above in the response to Question #2, details on Species at Risk and proposed mitigation measures and monitoring commitments are documented in Section 5.1.1 of the Updated Draft EIA.</p> <p>10. Commitment to do further field studies about the presence of American Eel and Northern Sunfish - two species that have</p>	

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						<p>Indigenous significance and have not been included in your reports</p> <p>It was noted in discussion with Williams Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observations of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAR.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p>	

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						<p>11. Commitment to protect the Lower Landing in its entirety from any site alteration</p> <p>In accordance with the Ministry's cultural heritage conservation process and the Ministry's obligations under the Standards and Guidelines for Conservation of Provincial Heritage Properties, 2010 (S&Gs) issued under section 25.2 of the Ontario Heritage Act (OHA) the Ministry has completed a Cultural Heritage Resource Assessment Report (CHRAR) to identify known and potential built heritage resources and cultural heritage landscapes within the Study Area, assess potential impacts and project alternatives and recommend mitigations and next steps. The cultural heritage resource assessment has informed the analysis of environmental conditions undertaken for this project and recorded in the Environmental Conditions Report and the Environmental Impact Assessment Report.</p> <p>The assessment has identified the Holland River watershed as having potential cultural heritage value or Interest (CHVI). As recommended in the Environmental Impact Assessment Report (EIAR) and the CHRAR, a cultural heritage evaluation is being undertaken to determine CHVI for the property. This includes research and evaluation to determine if the property meets criteria in Ontario Regulation 9/06 and/or Ontario Regulation 10/06 of the Ontario Heritage Act to be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance. Research includes, but is not limited to, review of heritage property databases, field review, archives, museums, planning offices and other facilities, archaeological reports, other relevant reports or studies, information from community engagement including input from Indigenous communities, oral histories etc. to provide the historic context of the property including the history of Indigenous communities and post-contact communities.</p> <p>For properties, including the Holland River Watershed, that are determined by the Ministry to meet the criteria in O. Reg. 9/06 or O. Reg. 10/06 of</p>	

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						<p>the Ontario Heritage Act and that may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment (HIA) will be prepared to fully assess impacts and propose alternatives and mitigation to conserve the property's CHVI. In accordance with F.5 of the S&Gs, and as committed in Section 5.3.2.2 of the EIAR, if the Ministry determines that a property, including the Holland River Watershed, is a provincial heritage property of provincial significance, the Ministry must obtain the consent of the Minister of Citizenship and Multiculturalism before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. The Minister of Citizenship and Multiculturalism may not grant consent or may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered by the Ministry, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigate adverse effects on the property resulting from the removal, demolition or the transfer of the property.</p> <p>12. Detailed study about the impacts this highway will have on Lake Simcoe in particular how it could impact the fisheries as well as the harvesting rights of Indigenous people and their water quality.</p> <p>The Ministry has been and will continue to consult with Indigenous communities regarding potential impacts to their Aboriginal and Treaty Rights.</p> <p>The project has been assessed in accordance with the Interim Environmental Guide for Fisheries and the Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings. Following the completion of the impact assessment, it was determined that many of the potential negative effects of the proposed works could be avoided or</p>	

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						<p>mitigated at many locations. However, due to the number and size of some of the required new crossings it is anticipated that not all negative effects could be avoided or mitigated entirely. At this time, it is assumed that a Request for Review will need to be submitted to Fisheries and Oceans Canada during Detail Design/ prior to construction.</p> <p>For more information on impacts to Lake Simcoe, please refer to the response to Question 4.</p> <p>Please see below the response to the letter sent on June 30, 2023.</p> <p>11. Time and consultation are inadequate. You have provided an un-editable PDF and 30 days for a 576 page report. This follows the pattern of terrible public information and consultation. Will you extend the consultation period?</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities. In accordance with Ontario Regulation 697/21, an initial Draft Environmental Impact Assessment Report (EIAR) -- which documents the results of the studies undertaken for various environmental disciplines, proposed mitigation measures and environmental commitments to protect the environment -- was published for public review starting on June 1 and continuing until June 30, 2023. In addition, the Ministry has been providing Indigenous communities and stakeholders various opportunities for meaningful consultation since the project was re-initiated in September 2020 including two Public Information Centres.</p> <p>Additional archaeological investigations, which are necessary to complete the impact assessment in accordance with regulations, have recently been finalized and incorporated into an Updated Draft Environmental Impact Assessment Report. This</p>	

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						<p>updated report has been posted for an additional 30-day consultation period. The Updated Draft EIAR posting includes the information from the initial draft to ensure stakeholders can review additional information in full context of the project. As the initial Draft EIAR and the Updated Draft were available for public review for a total of 60 days, an extension of the public review period is not being considered at this time.</p> <p>The Updated Draft Environmental Impact Assessment Report was available for review on the Project Website (https://www.bradfordbypass.ca/study-process/) until August 14, 2023.</p> <p>12. Explain how a provincial highway was transformed into a very expensive regional road variant with five interchanges and two 400 series highway connections, paid for by all Ontario taxpayers. This is inconsistent with the MTO's mandate to provide long distance travel solutions. We maintain that there are better and cheaper, faster to implement, regional road and transit solutions that should be pursued, even if the Bypass does get built.</p> <p>The project is being assessed with consideration of the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas. In addition, the Project Team has consulted with local and regional municipalities, and the traffic analysis for the proposed Bradford Bypass has considered the planned local transportation and transit improvements to be implemented by others.</p> <p>The original route planning study (2002 Approved Environmental Assessment – EA) concluded that additional relief from congestion in this Study Area could only be accommodated through the protection and implementation of a provincial right of way.</p>	

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						<p>As part of the 2002 Approved EA, the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 Approved EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p> <p>For more information on the Analysis and Evaluation of alternatives, refer to Section 2.1.6 of the 2002 Approved EA, which can be found in the enclosed link: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>Further to the conclusion of the 2002 Approved EA, as part of this Preliminary Design study, a traffic analysis was completed and the result of the review has confirmed the need of the highway. This analysis included the review of existing traffic conditions and modelling of future forecast traffic conditions and it has been confirmed that updates to regional and municipal roads alone will not address the transportation needs within the Study Area.</p> <p>Additionally, 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,</p>	

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						<p>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.</p> <p>13. We would like to see the traffic studies in their entirety. An environmental assessment used to be grounded in a demonstration of need and justification. The MTO has provided neither as it pertains to this particular project and at this time. There is no evidence that local traffic solutions MTO purports to be solving (actually a local traffic issue and not MTO's mandate) are best served by this potentially \$4 billion highway.</p> <p>The Bradford Bypass project has been assessed in accordance with Ontario Regulation 697/21. Consistent with the Regulation, the Project Team completed an update to the description of environmental conditions previously documented in the 2002 Approved Environmental Assessment (EA) for the project. This update included a review and assessment of the existing traffic conditions which was documented in the Environmental Conditions Report (ECR). The ECR was finalized in October 2022 following a public review period, and is available on the Project website.</p> <p>Significant population growth is projected for both Simcoe County and the Regional Municipality of York. Even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH) including within the Bradford Bypass Study Area.</p> <p>The purpose of the Bradford Bypass is to relieve congestion on existing local roads between Highway 400 and Highway 404 and provide a northern freeway connection between Highways 400 and 404. Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford</p>	

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						<p>Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>On average, between the various origin-destination pairs using the Bradford Bypass, drivers in the peak direction during the peak period, would save up to 73% or 33 minutes of travel time when connecting between Highway 400 and Highway 404 compared to existing routes in the No Build scenario.</p> <p>The development of the analysis and key results from the Traffic Study have been summarized in the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report (EIA), which were available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023, respectively. The information in the draft EIA includes the origin and destination locations that were reviewed to determine the average travel time savings during the AM and PM peak hours. Similar to the process undertaken for MTO preliminary design studies, the Traffic Study will be finalized upon study completion and will be available if requested.</p> <p>c. Please share the links and the methodology, transparently, so that people can understand what travel time savings MTO is referring to. We have absolutely no idea because your write up is incredibly vague about the start and end of the routes used for analysis.</p> <p>d. What year do your studies indicate that the Bypass will be congested at peak rush hour times?</p> <p>As detailed in the Draft EIA (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study</p>	

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						<p>Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIAR).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p> <p>As detailed in Section 4.4 of the Draft EIAR, traffic is assessed through modelling to identify Level Of Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. The model indicates that by expanding to the ultimate 8 lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>For further information about the Traffic Study please refer to the response to Question #3 and Section 4.4 of the Updated Draft EIAR.</p> <p>14. The Draft Environmental Impact Assessment report shows on pg. 212 the Bypass touching the southern portion of the Lower Landing (AKA BaGv-42), a significant historical and archaeological site at a significant meander on the East Holland River. MTO has moved the</p>	

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						<p>highway 150 m to the south of the technically preferred route, which would have completely run over the Lower Landing (pg 148). But the Draft IA states, "the southern portion of the site ... will be impacted by construction" (pg 395). The Draft Environmental Conditions Report indicated that a Stage 3 archaeological assessment "was required" (pg 225); the Draft IA report says that the Stage 3 was completed, and that Stage 4 is required. The Project team's website says, "Currently, additional archaeological investigations are being completed to finalize the impact assessments in accordance with Ontario Regulation 697/21 and are not included in this posting. This information will be available for additional public and Indigenous community review once completed." So the archeological work is not finished. And yet the route has been chosen. Property owners near the history-rich Lower Landing that are receiving expropriation notifications. We are staunchly opposed to this violation of this site particularly absent the stage 4 evaluation of the Lower Landing and the endorsement of the First Nations.</p> <p>c. As stewards of these lands and water for time immemorial, additional time should be given to allow First Nation community members to fully digest the lengthy report. Georgina Island First Nation asked that this site be avoided in 1998, 25 years ago, stating, "It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected." Is Ontario still ignoring this request.</p> <p>d. Have First Nations be consulted about this part of the plan? Please</p>	

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						<p>provide written evidence of their approval of this route.</p> <p>Field investigations for Stage 2 and Stage 3 works have been completed and additional details are included in the Updated Draft Environmental Impact Assessment Report available on the Project Website (https://www.bradfordbypass.ca/study-process/) for public review until August 14, 2023.</p> <p>The required Stage 4 Archaeological Assessment of BaGv-42 will be completed during future phases of work for the project and will be carried out in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011). No ground disturbing activities will occur at this site until the Stage 4 assessment has been conducted.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team completed site specific Stage 3 archaeological assessments for areas within the Study Area that were identified as having archaeological potential in accordance with the Stage 2 archaeological assessments.</p> <p>It is common practice for Stage 4 archaeology work to be completed during Detail Design. Limiting the impact to Stage 4 archaeological sites where feasible is one of the Project Team's main priorities. As a result, the Project Team will determine the exact impact limits to archaeological sites during subsequent design phases of the project. To avoid unnecessary excavation, the Project Team will then undertake the Stage 4 archaeological assessments. Any Stage 4 field work that will be undertaken must engage interested Indigenous communities.</p> <p>As recommended by the cultural heritage resource assessment undertaken by the Project Team, the Holland River watershed was identified as a Cultural Heritage Landscape requiring further research and evaluation to determine if it possesses cultural heritage value or interest. This further assessment will be completed in a Cultural Heritage Evaluation</p>	

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						<p>Report (CHER), and if the CHER determines that the Holland River Watershed meets the criteria in Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act, and may be adversely impacted by the Updated Technically Preferred Route, a Heritage Impact Assessment will be prepared to fully assess impacts on the resource's identified heritage attributes and propose alternatives and mitigation to conserve the property's Cultural Heritage Value or Interest. These commitments are included in Section 5.3.2 of the Updated Draft EIA.</p> <p>Consultation is an integral component of the Preliminary Design stage, the project-specific assessment of environmental impacts process, and for future project phases, and is critical to a project's success. The ministry is actively consulting and engaging with Indigenous communities throughout the Bradford Bypass Project.</p> <p>The Project Team is engaging with and considers input provided by the following Indigenous communities:</p> <ul style="list-style-type: none"> - Alderville First Nation - Beausoleil First Nation - Chippewas of Georgina Island First Nation - Chippewas of Rama First Nation - Curve Lake First Nation - Hiawatha First Nation - Mississaugas of Scugog Island First Nation - Kewartha Nishnawbe First Nation - Georgian Bay Métis Council, and - Huron-Wendat Nation <p>Comments from Indigenous communities are accepted at any time in the study process.</p> <p>15. Table 2-2 lays out the 12 species present or very likely to be present. For instance, Blandings Turtles are likely affected as they are likely in the area. The only commitment we see is to do a detailed study later on. This is a good example of study following decision or destruction, and is in violation of the standard EA practices. There are no commitments to</p>	

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						<p>the protection of species at risk in this document.</p> <p>Targeted surveys for all species at risk with potential to occur in the Study Area will be required during future phases of work. These future studies will inform the need for any permits, authorizations, mitigation or compensation under the Endangered Species Act.</p> <p>The Updated Draft EIAR requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the preliminary design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p> <p>For Blanding's Turtle specifically, candidate habitat associated with the Holland River and Holland River East Branch open water and wetland communities has been identified within the Study Area. Blanding's Turtle may be impacted while moving in between habitats if these species enter the construction work area.</p> <p>As part of this phase of the project, preliminary mitigation and avoidance measures for the potential impacts to turtles are included in the Draft EIAR and include:</p> <ul style="list-style-type: none"> • If stockpiles of gravel and sandy substrates or the removal of these substrates in the vicinity of turtle habitat are required during the active turtle season (April 1 to October 15), turtle exclusion fencing should be installed in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (Ministry of the Environment, 	

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						<p>Conservation and Parks, 2020) around stockpiles or area of disturbance prior to April 1. Fencing should be installed immediately after stockpiles are created if after April 1.</p> <ul style="list-style-type: none"> It is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles (Credit Valley Conservation, 2017). Avoid work within areas of candidate turtle overwintering habitat during the turtle overwintering period (October 31 to April 1), whenever possible. <p>These preliminary mitigation measures will be further refined as the project proceeds to Detail Design and impacts are assessed in more detail.</p> <p>For further detail on potential impacts to Species at Risk and proposed mitigation and avoidance measures, please refer to Section 5.1.1 of the Draft Environmental Impact Assessment Report.</p> <p>d. The Draft IA report identifies that the Williams Treaties FN reported American Eel and Northern Sunfish in the Holland River. This must be further investigated with new fieldwork. The American Eel is in decline and gets Federal protection. Ontario's Species at Risk legislation doesn't work anymore so it's all up to the federal enforcement.</p> <p>e. What is Ontario going to do to stand by Canada's obligations to First Nation treaty and consultation rights?</p>	

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						<p>f. Will the American Eel's presence be investigated with new field work.</p> <p>It was noted in discussion with Williams Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis peltastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p> <p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observations of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported. These discussions with Williams Treaties First Nations and MECP have been documented in the Fish and Fish Habitat Report and Section 2.1.2 of the Updated Draft EIAR.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area. Regardless, the presence or absence of all aquatic Species at Risk will be re-confirmed in subsequent design phases through additional field investigations.</p>	

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						<p>16. Please confirm our understanding that has been no discussion of, and that there are no studies looking at impacts to Lake Simcoe.</p> <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>k. The Groundwater Protection and Well Monitoring plan, which this Draft IA refers to, discusses the need to dewater the site for the building of piles for elevated bridge sections of the highway. The Draft IA report says, "Construction dewatering activities have been identified as the primary risk to groundwater fed water wells in the Study Area." There is no credible groundwater protection water. There are many suggestions for how to keep it clean but there are few to no commitments.</p> <p>Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIA, and will be carried forward to subsequent phases of the project.</p> <p>The risk of spills during construction of the project will be primarily limited to petroleum products from machinery (fuels and lubricants). The use of best management practices for handling of hydrocarbons according to the Ministry of Environment, Conservation and Parks and the Technical</p>	

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						<p>Standards and Safety Authority of the Ministry of Government Services will reduce the potential of environmental adverse effects associated with petroleum product handling and uses. Spillage of petroleum products must be immediately remediated according to these standards such that groundwater quality is not impacted.</p> <p>Mitigation plans will be generated during future phases of work for the project and for any excavation and structure construction within areas of medium to high significant groundwater recharge areas as shown near the Holland River and Holland River East Branch. Mitigation plans would be specific to each excavation and structure construction and include erosion and sediment control, dewatering treatment and discharge piping away or towards from Significant Groundwater Recharge Areas, or municipal sewer discharge requirements. Dewatering discharge shall be directed away from Well Head Protection areas if excavation and dewatering activities are occurring within them.</p> <p>For more information about the Groundwater Protection and Well Monitoring Plan please refer to Section 5.1.4 of the Updated Draft EIAR.</p> <ul style="list-style-type: none"> I. How exactly is the province going to monitor groundwater discharges to ensure they meet Ontario's water quality standards? m. What penalties are contractors going to face for violating the discharge requirements? n. If penalties are not enough to compel adherence, what next? o. How is the public to have confidence that contaminated water will not be discharged to the Holland Rivers and Lake Simcoe? p. Please confirm is monitoring will continue or not, as this statement is totally vague: "It is expected that each unassessed monitoring well will continue to be monitored and 	

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						<p>assessed during the subsequent detail design phase of the project."</p> <p>The Groundwater Monitoring Program includes groundwater level monitoring and groundwater quality monitoring to establish the pre-construction baseline conditions for comparison of data collected during and post-construction.</p> <p>During the Preliminary Design study, Golder Associates Ltd. (Golder) installed monitoring wells during the ongoing geotechnical investigations. Monitoring is expected to be completed within these same monitoring wells during all future phases of work for the Project, including construction. Residential monitoring wells will also be part of this program if they fall within the Radius of Influence of the excavation dewatering and permission to enter is granted to gain access to monitor the well. Detail Design will inform the need for further groundwater investigations.</p> <p>Penalties for discharging any deleterious substance or material to the lands will vary based on the federal, provincial or municipal legislation that might be violated. Beyond legislated penalties, contractor behavior is monitored by the Ministry and poor behavior may result in additional financial or reputational impacts. The Ministry's process for selecting contractors to support future phases of the work for the project also includes consideration of past performance and assessment of the contractors understanding of the project and sensitivities within the Study Area. Commitments, preliminary mitigation measures and monitoring activities related to groundwater are documented in Section 5.1.4 of the Draft EIA, and will be carried forward to subsequent phases of the project.</p> <p>q. Explain what kind of environmental impact would make the project stop; or is any impact acceptable?</p> <p>This government takes environmental protection seriously and is implementing a path forward that will ensure environmental protections are not compromised while building this much needed</p>	

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						<p>project quickly and safely. Current work on the Bradford Bypass project will continue to be subject to all conditions under Ontario Regulation 697/21.</p> <p>In accordance with Ontario Regulation 697/21, the Project Team has undertaken several environmental impact assessments to identify and document the potential impacts, proposed mitigation measures, and environmental commitments, which are summarized in the Environmental Impact Assessment Report (EIAR).</p> <p>The Ministry of Transportation must also comply with all current federal and provincial environmental requirements. This includes consultation as set out in the regulation and obtaining permits and approvals for the project prior to the start of construction. Obtaining these permits and approvals, which are mechanisms to help protect the environment, confirms that the ministry has met or surpassed the environmental requirements.</p> <p>r. Please confirm that the only financial support for affected well owners whose water quality is affected by the construction is the province providing them with a temporary water supply until the well owner fixes their well.</p> <p>s. Does this meager bit of help extend to those who did not provide baseline information about their well water?</p> <p>t. If there any effort being made to reach more than 12% of respondents to MTO's well water survey?</p> <p>MTO will work with owners of water wells who experience issues to determine if the issue is the result of Bradford Bypass project activities.</p> <p>If the well issue is confirmed to be a result of the project's activities, the Ministry will provide a letter to the property owner explaining the outcome of the well investigation and detail the recommended</p>	

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						<p>mitigation measures (including lowering / replacement of pump inlet, well rehab, new well installed or local watermain connection if available) the Ministry will undertake to remediate the issue. A temporary drinking water supply will be provided and connected to the resident if the project activities are found to be responsible, at the expense of the Ministry, until remediation measures have resolved the issue.</p> <p>A water well survey was completed for the project to determine the pre-construction assessment of private well supplies in the vicinity of the Study Area noted above. Where no response was provided from Property Owners as part of the water well survey, an additional attempt shall be undertaken during Detail Design to contact these owners via mail, email, phone calls, site visit, etc. This information will be used to provide a baseline for water wells prior to the proposed construction to determine existing water quality and quantity of each property.</p> <p>17. How much is this project going to cost?</p> <p>As we bring this project to market, we want to ensure we can retain the best value for the project. As such, the ministry will not be releasing cost estimates prior to the award of contracts to protect the procurement processes.</p> <p>18. When will the Bradford Bypass be completed?</p> <p>The Preliminary Design phase is anticipated to be completed in 2023. Detail Design and Construction Phases will follow.</p> <p>19. It is unclear how many lanes are being constructed at which times. Please clarify.</p> <p>The Ontario government is committed to fully funding the construction of the 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.</p>	

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						<p>A four-lane configuration is planned to be constructed first with two general purpose lanes in each direction. To plan for the future, the Ministry is also considering the design of an ultimate eight-lane design for the Bradford Bypass. The ultimate, eight-lane configuration for the project will feature three general purpose lanes and one HOV lanes in each direction.</p> <p>20. There is no cumulative health impact assessment to understand how traffic related air pollution, known to increase risks of cancers, leukemia, heart and lung disease, will impact the communities surrounding the route. There is also no mention of the cumulative impacts on our climate from construction and higher rates of car travel on this highway.</p> <ul style="list-style-type: none"> e. How will you be informing people living along the route about the increased risk of traffic related air pollution and its effects on human health? f. Will you put air quality monitors in Bradford? g. How do you explain the fact that you are NOT monitoring air quality in Bradford, and using the closest site, Newmarket? h. The Final Environmental Conditions Report identified numerous planned residential developments right beside the highway, including a planned new school. Have the land owners / developers / school boards received any information that tells them how bad the air quality is going to be there? <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIAR. To</p>	

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						<p>better understand the human health implications due to the Project as a next step, it is recommended for MTO to continue to consider the human health factors identified in this report and provide recommendations to enhance potential positive impacts and mitigate potential negative health impacts. Specifically, conducting a Screening-Level Human Health Risk Assessment of potential air quality impacts is recommended in order to evaluate and characterize Project-related air quality impacts to health.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p> <p>The Project Team is currently utilizing the National Air Pollution Surveillance air quality monitoring stations to assess air quality levels. Five years of existing data sets were analyzed from stations within the region, and the complete data set from the closest station or most representative station for</p>	

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						<p>each contaminant of concern was selected to represent the background air quality for the Study Area. Due to the proximity of the Study Area to the Toronto Area, monitoring stations within the City of Toronto were given preference as the one of the most representative locations for the air quality contaminants of concern. As such, Roadside Wallberg – University of Toronto monitoring station, North Downsview monitoring station, Gage Institute monitoring station (all located approximately 38 – 53 km from the Study Area) were used. The nearest monitoring station is in Newmarket. Additional information regarding the assessment of potential air quality impacts have been summarized in Section 2.2.4 and Section 5.2.4 of the Draft EIAR.</p> <p>Land has been designated for the Bradford Bypass since the 2002 Approved EA was completed. As noted above, consultation is an integral component of the Preliminary Design stage and project-specific assessment of environmental impacts and is critical to a project's success. The ministry is actively consulting and engaging with private landowners, developers and school boards within the Study Area. Engagement and consultation has included having a project website and telephone line, having a project contact list for regular project updates, providing notices and correspondence via email, mail, and Ontario Government Notices in local newspapers, hosting public information centres and online events, and holding meetings with Indigenous communities, municipalities, environmental agencies, and stakeholders. More information on the project consultation activities are included in Section 7 of the Updated Draft EIAR.</p> <p>12. Traffic modeling to produce the air dispersion model is not robust or transparent. The air modeling report and supporting reports fail to disclose the % of diesel truck traffic, or the component of that traffic that includes trucks dating from 2006 or earlier which comprise a significant component of air pollution load. The comparison of build with no-build is not valid because the values in</p>	

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						<p>Appendix E of the traffic modeling report show that there was an erroneous assumption that there would be significantly less truck traffic in the build scenario compared to the no-build scenario. There is no valid scientifically-based justification for this. Further, if there is an increase in truck traffic along 404 - as the model predicts - then sensitive receptors along highway 404 need to be included in a health impact study. Instead, impacts on traffic along the 400/404 corridors were excluded and the "air quality study area" was restricted to the bypass corridor itself without any explanation or justification. It is egregious that MTO did not conduct locally relevant air quality monitoring for background in Bradford, River Drive Park, Queensville and along the 404/400 corridors for traffic related air pollutants. Such baseline monitoring is generally inexpensive and could have been easily obtained. The study did not include the cumulative effects of future planned industrial uses along the Bypass corridor and along the 400/404 corridor which may significantly impact people's health along the route. The evaluation did not use 2022 World Health Organization criteria for contaminants which are much lower and more up-to date than the CAAQS or the AAQCs. We disagree that the AAQCs and CAAQS represent the "lowest concentrations at which an adverse effect may be experienced" as they are not based on up-to-date understandings of the health impacts of air contaminants including pre-term births and neurodevelopmental and other impacts. The report predicts significant exceedances for NO2 and benzo(a)pyrene even with the apparently non-conservative assumptions for diesel truck traffic used in the full build out scenario compared to the no-build scenario. The adverse health</p>	

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						<p>impacts of NO2 exceedances may be extremely severe and will impact on the Charter rights and human rights of residents in the study area and beyond without justification for the need for the project.</p> <p>Study Area, MOVES3 data, vehicles and assumptions: In order to model relevant vehicle types within the Air Quality Impact Assessment Study Area, MOVES3 data was input to the model and refinements were made to exclude fuel types such as ethanol given these fuels are not readily available for use in Ontario. Fuel inputs utilized in MOVES3.0 modelling at the time of the assessment included: Fuel Type IDs 1, 2, 3 and 9. ID 5 (ethanol) was not included as flex fuel cars and fuelling stations are not readily available in Ontario. The specific source type fractions utilized for various vehicle types applied within the project study area and the related fraction of expected vehicle usage for both passenger-class vehicles and heavy-class vehicles, including the distribution of vehicle types in the heavy truck vehicle category, were combined to create representative vehicle emission for vehicle class that can reasonable be expected to be in use in 2041.</p> <p>Highway 400/404 corridors were included in the Air Quality Impact Assessment. The full air quality study area is shown in Figure 2-9 of the Updated Draft EIAR and demonstrates that the air quality study area included emission sources within the boundary of assessment, including but not limited to Highway 400 (500 m south of Rural Rd. 88 to 500 m north of Concession Rd. 11), Highway 404 (500 m south of Queensville Sideroad E to 500 m north of Boag Road), the entirety of the proposed Bradford Bypass, Bridge Street, Holland Street W, 10th Sideroad, Young Street/Barrie Street, and Queensville Sideroad.</p> <p>Traffic distributions and truck traffic: The same Average Annual Daily Traffic (AADT) were used for all scenarios. AADT values for each air quality emission source vary between the three</p>	

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						<p>scenarios evaluated based on projected existing traffic within the study area, and future no-build and build traffic projections however the same 24-hour traffic distribution percentages were applied. Three representative 24-hour distribution percentages were applied to the air quality emission sources. These were applied to a given source of emission depending on the type of road in question, e.g. a "Leslie St." 24-hour distribution was applied to air quality emission sources which were categorized as community arterial roads; a "HWY 400" 24-hour distribution was applied to air quality emission sources categorized as highways; and, a "2nd Concession Rd" 24-hour distribution was applied to rural roads. These same 24-hr distributions were applied to the assigned source for all three scenarios of evaluation (existing conditions, future no-build, and future build).</p> <p>Fuel usage distribution [i.e. diesel, gasoline, CNG, etc.] and vehicle age distribution within each vehicle type category were modelled based on MOVES3.0 default fuel use and age distribution database inputs assigned to the year of evaluation. Heavy truck traffic was included in the modelling with a percentage assigned to each air quality emission source anticipated from this vehicle type.</p> <p>Health Impacts, Critical Receptors and Background/Study Area Monitoring Data: The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Updated Draft EIA.</p> <p>The Project Team is aware some critical receptors have been identified as 'missing' by a number of stakeholders. Having reviewed the data, these 'missing' receptors were included as residences in the Air Quality Impact Assessment. Potential impacts at the 'missing' receptors within the Air Quality Impact Assessment Study Area are reflected in the assessment by other, nearby critical receptors</p>	

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						<p>and receptors identified on Figure 2-9 and 2-10 of the Updated Draft EIAR.</p> <p>The approach to identifying representative air quality levels is conservative and often ensures the worst-case conditions are reflected so as to not under-represent conditions within a study area; i.e. background air quality contaminant levels included within the assessment may be representative or higher than expected for the area in question.</p> <p>While it is recognized that localized in-situ monitoring may provide more accurate data, use of existing monitoring stations within the NAPS network for statistically relevant background monitoring data is a generally accepted and conservative methodology for provincial environmental impact air quality assessments. Stations selected for the background air quality assessment were chosen based on total data availability over a most recent five-year period as a minimum of 12 months of daily and hourly data is required to ensure statistical relevance. Stations were also selected based on their proximity to the air quality study area with the meteorological station selected as representative of the air quality study area within 15 km north-west of the air quality study area. Stations must also be a relative representation of similar types of existing sources of air quality emission in the study area and it is notable that the meteorological station selected as representative of air quality in the study area was provided by the MECP in site-specific MET data requested for the project modelling.</p> <p>13. Many less expensive alternatives to this highway have not been considered. The Minister approved Terms of Reference for the Bradford Bypass Environmental Assessment Study overrode the requirements of the Environmental Assessment act to consider road alternatives that would not be a controlled access highway. As a result, the Hwy 9 / Green Lane corridor was the only existing roadway that was considered as a reasonable alternative. That roadway was</p>	

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						<p>rejected as it was not considered feasible to convert it to a controlled access facility. Consideration of these types of alternatives are, however, a requirement for all Class EA Studies. A major condition of the 2002 Bradford Bypass EA Approval, was a requirement to conduct a Class EA Study at the time MTO wished to proceed with this project. This study would ensure the currency of the proposed project in light of current travel demand, previously unforeseen environmental factors, new legislation and a full review of all reasonable alternatives including combinations of regional and local roadways. The following are reasonable alternatives that would need to be considered both individually and in combination with one or more other reasonable alternatives if the Class EA Study that was underway at the time Regulation 697 /21 was issued. Each of these proposed alternative solutions would then be evaluated against the then approved Bradford Bypass 4 lane controlled access freeway. Because the Class EA Study was canceled by this regulation, the only comparison AECOM have used throughout the Draft Impact Assessment Report is "Do Nothing". Given that the actual travel problem we are now faced with is local, rather than long distance traffic, we are confident one or more of the following reasonable alternatives would be dramatically preferable to the now 8 lane, Bradford Bypass. Alternatives to the Bradford Bypass:</p> <ul style="list-style-type: none"> a Construct a 4 lane arterial road bridge over the West Branch of the Holland River at the currently planned location for the Bradford Bypass bridge – together with paved 4 lane roadways to both Bathurst St. and a connection to Bradford's 8th Line. 	

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						<p>b Build a 4 lane arterial road bridge over the Holland River from Ravenshoe Road to connect with Simcoe Line 13 or another appropriate east – west arterial road on the west bank of the Holland River.</p> <p>c Extend and widen Green Lane to 6 lanes and create a diagonal transition from Green Lane to Hwy 9 and highway bridge intersection with Highway 9 around Dufferin St. The Green Lane / Highway 9 option will better serve and reduce both local and long distance traffic from Newmarket south to at least Aurora Sideroad.</p> <p>Any one or a combination of these alternatives will address a substantial amount of local travel problems while being significantly less costly and environmentally invasive. Once again, what logic is being used to ignore these options given all of the rationale in favour of these other alternatives?</p> <p>The planning process that resulted in the 2002 approved Environmental Assessment (EA) for the Bradford Bypass evaluated alternatives from a broad range of potential solutions to address several transportation problems and to address significant opportunities identified in York Region and Simcoe County. The need for this freeway was confirmed during the Route Planning and EA Study as the only reasonable solution that would make a significant contribution towards addressing the problem as the population in York Region and Simcoe County grows. The 2002 EA approved alignment is technically preferred for a freeway in terms of highway network expansion, ease of construction, relationship to provincial and municipal land use planning and the preferred route is already included in Official and Transportation Master Plans, as well as the Places to Grow Act), as well as having fewer negative impacts to residential and natural areas when compared to other route options considered.</p>	

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						<p>The Bradford Bypass Project has been modelled based on current local, regional, and provincial projections and data. This addresses the problem of "lack of long-term planning" per the Bradford Bypass 2002 approved EA..</p> <p>The 2002 approved EA reviewed a broad area of analysis which included several corridors, including areas south of the current corridor, and Highway 89/Ravenshoe Road.</p> <p>The Bradford Corridor was selected as the preferred corridor over Highway 89/Ravenshoe Road as it was beyond the maximum north limit of 10th Line / Boag Road which was assessed in a previous EA study and was determined that a Management Area or river crossing north of this would entail unacceptable environmental impact, which lead to the withdrawal of the Highway 89 EA studies in 1986-87.</p> <p>The Bradford Corridor was selected as the preferred corridor over the southern alternatives as there was no south alternative that met the primary purpose of the study to reduce out-of-way travel. The south limit was established as Highway 88 and Queensville Sideroad.</p> <p>The original purpose of the Bradford Bypass per the 2002 Approved EA was to address the "east-west" long-distance travel demand crossover between Highway 400 and Highway 404 which is a provincial responsibility and distinct from the locally generated trips which use a municipal road to access the provincial network. As noted in the report, the overall network benefits from vehicle-hours of travel time savings and vehicle-kilometres of travel distance savings are observed during the 2041 AM peak hour and during the 2041 PM peak hour in the updated interchange locations. Local roads forecasted to exceed capacity by 2031 and 2041 under the No-Build scenarios see significant relief from traffic as a result of the diversion to the Bradford Bypass in the Build scenarios.</p> <p>While the Town of Bradford West Gwillimbury owns a closed road allowance east of Artesian Industrial</p>	

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						<p>Parkway for 8th Line to Holland River, Hochreiter Road itself is a private road. A connection at this location would not address the primary purpose of the Bradford Bypass to connect Highway 400 and Highway 404. The local benefit of this route is likely outweighed by the reduced congestion of Bridge Street created by the Bradford Bypass. A bridge across 8th Line would still require out-of-way travel, which this study is looking to reduce, to connect to provincial transportation facilities. Improvements would likely be required on Bathurst Street and Queensville Sideroad. Significant property impact (similar to the Bradford Bypass) would be required for a new corridor connection from 8th Line straight to Highway 404. For more information on the 2002 Approved EA, please see the enclosed linked: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p> <p>For more information on the assessment of alternative routes, please refer to the response to question #3.</p> <ul style="list-style-type: none"> Publicly release the traffic studies, clearly indicating the points of origin and time savings to justify the project. <p>As detailed in the Updated Draft Environmental Impact Assessment Report (EIA) (Section 2.4.1), an Aimsun model was created to assess the existing traffic conditions for the road network in the Study Area. The model study area encompasses the Highway 400 corridor from south of Simcoe County Road 88 to north of Highway 89, as well as the Highway 404 corridor from south of Green Lane East to its terminal at Woodbine Avenue (Table 4-3 and 4-4 of the Draft EIA).</p> <p>The model for this area was developed using pre-pandemic traffic volumes to identify peak hour volumes within the Study Area. This model has been calibrated and validated as it closely resembled actual operating conditions.</p> <p>As detailed in Section 4.4 of the Draft EIA, traffic is assessed through modelling to identify Level Of</p>	

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						<p>Service (LOS). Having confirmed the model was consistent with current (base) conditions, and therefore appropriate to assess future conditions and design alternatives, the model was used to assess LOS under future 2031 and 2041 conditions. To assess future conditions, the model was updated to include all road network and transit improvements planned within the Study Area, and, forecast traffic volumes based on the projected growth within the Study Area.</p> <p>Modeling results demonstrated that under the No Build (no Bradford Bypass) scenario, local roads were forecasted to exceed capacity by 2031 but saw significant relief under the Build (with Bradford Bypass) scenario. Alternative alignments for the Bradford Bypass were then compared within the model, including the 2002 Approved EA alignment and interchange locations and an updated preferred interchange location alternative developed by the Project Team.</p> <p>The alternative Build scenarios showed the mainline operations on the Bradford Bypass in 2031 would operate at acceptable LOS D in the interim four lane configuration. By expanding to the ultimate 8 lane configuration (implementing another general purpose lane and an HOV lane in each direction by 2041), LOS on the mainline improves to LOS B or C and accommodates the additional traffic forecast by 2041.</p> <p>On average, between the various origin-destination pairs modeled in the peak periods, drivers are expected to save up to 73% or 33 minutes of travel time connecting between Highway 400 and Highway 404 compared to existing local routes.</p> <p>For further information about the Traffic Study please refer to Section 4.4 of the Updated Draft EIA. A copy of the Traffic Report can be also downloaded at the following link << insert link to Traffic Report>>.</p> <ul style="list-style-type: none"> Do a value-for-money audit of this project comparing it to regional road and public transit alternatives. If value studies and the 	

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						<p>evaluation of alternatives justify it, pay for regional road improvements. Plan for sustainable transportation. Prioritize getting Lake Simcoe watershed-area GO stations built: Innisfil Orbit, Barrie waterfront; and all day two way electrification of the GO line; expand rail transport N/S and E/W similar to European arteries of transport - PARK the Vehicle-ride the Rails;</p> <ul style="list-style-type: none"> • The only reasonable way to solve HWY400 / HWY404 and local travel problems is to extend Ravenshoe Road and possibly Bradford's 8th Line over the Holland River. • Start a new environmental assessment (EA) that looks at both provincial and local transportation problems to determine the optimum solution for all problems. • There is absolutely no provincial business case reason why the Bradford Bypass should be built over this floodplain, greenbelt and Holland Marsh. IF there is, please advise. • An alternative transportation corridor should be built within the vicinity of HWY 89. This would not only save large portions of our Simcoe County environment, it would also save ON-taxpayers huge amounts of money by not having (current Draft - Technically Preferred Route) to float the highway over this extremely high water table or suspend it overhead similar to Toronto's Gardiner Expressway structured columns. <p>The Greater Golden Horseshoe population is expected to reach nearly 15 million by 2051, and the number of trucks on the road is expected to double. For Ontarians in 2051, average travel speeds are expected to be 16 percent slower when compared to 2016. Congestion already costs Ontario billions in lost productivity, adds to the costs of goods, and reduces quality of life. Without new infrastructure to help move people and goods, the region will quickly become overwhelmed.</p> <p>Even with all currently planned transportation and transit investments, road congestion will continue to</p>	

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						<p>increase across the Greater Golden Horseshoe (GGH).</p> <p>The Bradford Bypass 2002 approved EA reviewed a broad area of analysis which included several corridors, including areas south of the current corridor road, and Highway 89/Ravenshoe Road.</p> <p>The Bradford Corridor was selected as the preferred corridor over Highway 89/Ravenshoe Road as it was beyond the maximum north limit of 10th Line / Boag Road which was assessed in a previous EA study and was determined that a Management Area or river crossing north of this would entail unacceptable environmental impact, which lead to the withdrawal of the Highway 89 EA studies in 1986-87.</p> <p>The Bradford Corridor was selected as the preferred corridor over the southern alternatives as there was no south alternative that met the primary purpose of the study to reduce out-of-way travel. The south limit was established as Highway 88 and Queensville Sideroad.</p> <p>While the town of Bradford owns a closed Road allowance east of Artesian Industrial Parkway for 8th Line to Holland River, Hochreiter Road itself is a private road. This connection would not address the primary purpose of the Bradford Bypass to address provincial responsibilities to connect Highway 400 and Highway 404. The local benefit of this route is likely outweighed by improvement to capacity of Bridge Street. A bridge across 8th Line would still require out-of-way travel, which this study is looking to reduce, to connect to provincial transportation facilities. Improvements are likely required on Bathurst Street and Queensville Sideroad. Significant additional property impact (similar to the Bradford Bypass) would be required for a new corridor connection from 8th Line straight to Highway 404. For more information on the 2002 EA, please see the enclosed linked: https://www.bradfordbypass.ca/wp-content/uploads/2020/09/BBP-RoutePlanningEA-1997.pdf</p>	

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						<ul style="list-style-type: none"> Complete studies that are not being done – impacts to Lake Simcoe, cumulative climate impacts, cumulative health assessments and cumulative water impacts. <p>As the project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), pertaining to Ontario Regulation 179/06, the ministry has assessed impacts with respect to the <i>Lake Simcoe Protection Act</i> and the Lake Simcoe Protection Plan through consideration of water quality and quantity, stormwater management, groundwater management, landscaping and ecological restoration measures; as well as fluvial geomorphological designs for watercourses, erosion and sediment control and spills prevention and protection measures.</p> <p>The human health scoping implications of the project such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighborhood resources have been summarized in Section 2.2.7 and Section 5.2.7 of the Draft EIAR.</p> <p>The project has undertaken an Air Quality Impact Assessment to explore pollutant emissions and dispersion modelling in an effort to predict the contribution of the project to future ambient pollutant concentrations. This contribution, added to background concentration levels, allows prediction of the cumulative impact of the proposed project and all other contributors to air pollution. Concentration levels are compared to provincial and federal ambient air quality criteria and standards to assist in the evaluation of project-specific mitigation needs and options.</p> <p>Areas of concentrated emission impact are influenced by traffic volumes along a given segment of roadway. The implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville</p>	

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						<p>Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p> <ul style="list-style-type: none"> • Use a salt alternative on ALL major 400 series and Regional highways. • There will be so much salt contamination from the Bradford Bypass that these local road bridges over the Holland River will not be permitted if the Bradford Bypass is already in place; • As it is, without the Bradford Bypass, Lake Simcoe will become a saltwater lake within 38 years, use <u>an alternative</u> to road salt. <p>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. The MTO Salt Management Plan outlines salt management operational practices and strategies and Best Management Practices (BMP) in terms of equipment, best practices, materials, storage, testing, storm response, application rules, snow and ice control trainings, snow removal and disposal, and technology review. This includes implementing a balanced approach to the highway salt application based on the amount of snow precipitation and highway conditions.</p> <p>In areas that are particularly sensitive, salt management measures may be necessary to mitigate environmental effects of road salt in accordance with the study objectives utilizing the Code of Practice for Environmental Management of Road Salts released by Environment Canada. The Code of Practice for Environmental Management of Road Salts can be viewed here: https://www.canada.ca/en/environment-climate-</p>	

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						<p>change/services/pollutants/road-salts/code-practice-environmental-management.html.</p> <p>In addition, snow removal and disposal will be utilized in accordance with the MECP Guidelines on Snow Disposal and De-icing Operations in Ontario. Further details on MECP's Guidelines on Snow Disposal and De-icing Operations in Ontario can be found here: https://www.ontario.ca/page/guidelines-snow-disposal-and-de-icing-operations-ontario#:~:text=Ministry%20Approval,-If%20special%20circumstances&text=As%20a%20general%20rule%2C%20the,be%20approved%20for%20direct%20disposal.</p> <p>Results of the above studies, including recommended mitigation measures and commitments to future work, are summarized in the Updated Draft EIAR.</p> <ul style="list-style-type: none"> • The Bradford Bypass will do nothing for the residents of Bradford and East Gwillimbury except impose vast amounts of unsustainable sprawl. Bradford Council needs to restrict large/overweight transportation vehicles on Holland St. (E/W) as it is restricting daily traffic and ruining the current roads. • MTO's studies and reports show that this highway will not solve local (Bradford, Innisfil) traffic problems. • MTO states that these problems are the responsibility of local municipal governments, Municipal Councils start enforcing by-laws <p>The original purpose of the Bradford Bypass per the 2002 Approved EA was to address the "east-west" long-distance travel demand crossover between Highway 400 and Highway 404 which is a provincial responsibility and distinct from the locally generated trips which use a municipal road to access the provincial network. As noted in the report, the location of the transportation link is related to potential network benefits, with local service being secondary benefit.</p>	

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						<p>As noted above, the Project Team's traffic analysis has shown that implementation of the Bradford Bypass is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Bradford Bypass. Reductions in traffic volumes are observed on corridors including Highway 11/1 (Bridge Street), Bathurst Street, Holland Landing Road, Yonge Street, Queensville Sideroad, Doane Road, Mount Albert Road, Green Lane, and Simcoe County Road 88/Holland Street, among other roads, which benefits the community of Bradford, Town of Bradford West Gwillimbury, by alleviating congestion during peak hours.</p> <p>In addition, it should be noted that the modelling results described in the Updated Draft EIA and summarized above have considered all planned improvements within the Study Area up to 2041. Even with all the local improvements planned by municipal, regional and transit authorities the need for the Bradford Bypass has been demonstrated.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>	

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CT-DraftUEIAR-55	To: Project Team From: [REDACTED] Ontario Federation of Anglers & Hunters	Email: [REDACTED]	EIAR Comments	August 14, 2023	<p>Dear Bradford Bypass project team,</p> <p>On behalf of the Ontario Federation of Anglers and Hunters, I have attached herein our written comments regarding the "Updated Draft Environmental Impact Assessment Report" for the Bradford Bypass.</p> <p>Thank you for the opportunity to participate in this process.</p> <p>Yours In Conservation,</p> <p>[REDACTED] Fish and Wildlife Biologist Ontario Federation of Anglers & Hunters</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>The Ontario Federation of Anglers and Hunters (OFAH) is Ontario's largest, non-profit, fish and wildlife conservation-based organization, representing 100,000 members, subscribers and supporters, and 725 member clubs. We have reviewed the "Updated Draft Environmental Impact Assessment Report" and offer the following comments for consideration.</p> <p>As stated in our previous submission, much of the preferred bypass route is in close proximity to highly valuable fish and wildlife</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>1. The assessment goes into detail regarding the potential impacts of this project on aquatic systems and river hydrology. Almost all associated commitments employ qualifiers like "where appropriate," "should" and "recommended." The use of such discretionary language across the document ensures that the Ministry is technically only committed to unavoidable legal obligations.</p> <p>The use of terms like where appropriate, should and recommended is based on the need for additional investigations and design of the project to be completed in order to understand exactly where specific measures, avoidance / mitigation strategies, approvals and design principles must be implemented.</p> <p>At this time, it is not appropriate to commit absolutely to measures such as edge management plans or specify locations where Fisheries Act Authorizations are absolutely required. Therefore, the Updated Draft EIAR requires consideration and review of all recommendations throughout the corridor during future phases of work. This approach is necessary and standard practice for planning projects in that design is an iterative approach and this project is only completing design to a preliminary level. During future phases of work, additional design will be completed and may include refinements to the design as details are developed with greater accuracy. Limiting the future design phases by making certain elements of the project non-discretionary at the preliminary design stage limits the potential for future work to explore opportunities for further reducing impacts and / or increasing mitigation and offsetting measures.</p>	No

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					<p>habitat. The Lake Simcoe watershed contributes nearly one billion dollars to Ontario's economy annually, and Lake Simcoe itself is designated a Provincially Significant Inland Fishery. The Holland Marsh wetland complex is a Provincially Significant Wetland, which contains a provincially significant Area of Natural and Scientific Interest and a Provincial Wildlife Area. Not only do these areas provide critical ecosystem services and habitat, but they are also areas of substantial social and economic activity, including fishing and hunting. As such, we feel the province must prioritize impact avoidance in these areas, followed by mitigation and offsetting only when absolutely necessary.</p> <p>As a conservation organization, the OFAH's chief concerns lie in the ecological impacts of the Bradford Bypass.</p> <p>The Updated Environmental Impact Assessment Report clearly indicates that significant impacts are not only possible, but expected with respect to aquatic, vegetative, and wildlife health, wetland and hydrological function, and more. Despite this, MTO makes few explicit commitments to avoid, mitigate, or offset disturbance/damage to fish and wildlife habitat.</p> <p>The assessment goes into detail regarding the potential impacts of this project on aquatic systems and river hydrology. For example, almost all associated "commitments" employ qualifiers like "where appropriate," "should" and "recommended." Regardless of how thorough their recommended tools and techniques may be, the use of such discretionary language across the document ensures that the Ministry is technically only</p>	<p>2. The MTO seek immediate Fisheries Act authorizations for the project.</p> <p>As noted above, as the project is currently in Preliminary Design, additional work to design the corridor and identify exactly where and what type of Fisheries Act approvals are required is still to take place in subsequent phases. Seeking approvals under the Fisheries Act for the construction of the proposed Bradford Bypass at this time is not suitable as design refinements that may be identified in the future may negate any approval obtained at this time.</p> <p>3. MTO ensure onsite buildings, which are possible species at risk habitat are properly assessed.</p> <p>Details on Species at Risk work and recommendations developed during this preliminary design study and proposed mitigation measures and monitoring commitments are documented in Section 5.1.1 of the Updated Draft EIAR. Commitments to complete species-specific surveys, including targeted surveys for Species at Risk, have been identified in in Section 5.1.1 and are listed in Table 5-26 (TERR-7) as activities to be completed during future phases of work for the project.</p> <p>4. That MTO require specific removal approaches for invasive phragmites and other invasive vegetation.</p> <p>MTO are committed to supporting the removal of invasive species and require mitigation and preventative measures on all their projects.</p> <p>The Project Team have incorporated a number of measures to be employed during construction to remove and / or prevent the spread of invasive species during construction. These measures are noted throughout Section 5 of the Updated Draft EIAR and Table 5-26. Notably, (Table 5-26, TERR-2.06) the Project Team has also included a requirement for future phases of work to include a Landscaping and Restoration Plan which is to</p>	

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					<p>committed to unavoidable legal obligations (e.g. under the Endangered Species Act). This discretionary language permeates the document and suggests that MTO does not intend to meaningfully consider stakeholder and expert input. Indeed, during public consultation periods, many stakeholder groups and experts have advised against many aspects of the project proposal, with little to no effect.</p> <p>For the OFAH's part, we have strongly advocated for the following:</p> <ul style="list-style-type: none"> That MTO seek immediate Fisheries Act authorizations for the project. That MTO ensure onsite buildings, which are possible species at risk (chimney swift and several species of endangered bats) habitat, be properly assessed. That MTO require specific removal approaches for invasive phragmites and other invasive vegetation. <p>To our knowledge, none of these recommendations have resulted in changes. Now that the full EI report has been made public, we have expanded this list to recommend the following actions:</p> <p>Wildlife</p> <ul style="list-style-type: none"> Require a complete examination of structures with the potential to provide suitable nesting and/or roost habitat for bird species protected under the Migratory Birds Convention Act and bird or bat species protected under the federal Species at Risk Act. Provide further consideration for the comments/concerns of Indigenous communities, with special focus on the claim that endangered American Eel (<i>Anguilla rostrata</i>) and species of special concern Northern Sunfish 	<p>include the future contractor's approach to invasive species management. A detailed review of the right-of-way shall be completed during subsequent phases of the project to identify areas of potential for invasive species and develop an approach to managing these species in the Land and Restoration Plan. Management of invasive species is to include removal and disposal of any species within the right-of-way.</p> <p>5. Require a complete examination of structures with the potential to provide suitable nesting and/or roost habitat for bird species protected under the Migratory Birds Convention Act and bird or bat species protected under the federal Species at Risk Act.</p> <p>As detailed in Section 5.1.1.2 and Table 5-26, additional investigations to confirm the presence or absence of any species protected by the Migratory Birds Convention Act, the federal Species at Risk Act or the provincial Endangered Species Act are required to be completed during detail design of the project. In addition, several requirements have been included as operational constraints to avoid potential impacts to birds and bats, e.g. any structural works including demolitions or vegetation removals are to take place outside of the nesting periods.</p> <p>6. Provide further consideration for the comments/concerns of Indigenous communities, with special focus on the claim that endangered American Eel and species of special concern Northern Sunfish have been detect in the Holland River.</p> <p>As detailed in Section 2.1.2.1 of the Updated Draft EIAR, it was noted in discussion with William Treaties First Nations on December 1, 2022, that they had observed both American Eel (<i>Anguilla rostrata</i>; Endangered Species Act – Endangered, Species at Risk Act – Not at Risk) and Northern Sunfish (<i>Lepomis pehstastes</i>; Endangered Species Act – Special Concern, Species at Risk Act – Special Concern) in the Holland River.</p>	

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					<p>(Lepomis peltastes) have been detected in the Holland River.</p> <ul style="list-style-type: none"> To minimize impacts on endangered bat species, do not permit the use of high-pressure, sodium and LED lights immediately adjacent to woodlands. Require permanent exclusion fencing along the entire limits of the Bradford Bypass right-of-way, with appropriate "jump-out locations." Require the immediate installation of exclusion fencing where the removal or accumulation of substrates is necessary in or around turtle habitat. Require suitable wildlife crossings/corridors for all sizes of wildlife, in accordance with the relevant Environmental Impact Assessment recommendations. Do not permit work within areas of candidate turtle overwintering habitat during the turtle overwintering period. Do not permit work within candidate reptile hibernacula habitat during reptile overwintering period. <p>Vegetation</p> <ul style="list-style-type: none"> Require adherence to the Clean Equipment Protocol when removing vegetation to minimize risk of spreading invasive species. Require seeded mixes and/or live transplants of native species to be used to rehabilitate or restore areas of vegetation that have been temporarily disturbed. Require edge management plantings along newly exposed forest edges, using native vegetation. <p>Watercourses and ground water</p>	<p>Subsequently, the Project Team consulted with the Ministry of the Environment, Conservation and Parks, in March 2023 and was advised that the Ministry of Environment, Conservation and Parks records have no documented observances of the American Eel or Northern Sunfish in the Study Area. They also noted that the Northern Sunfish is a species of special concern and does not have a permitting status with the Ministry of the Environment, Conservation and Parks, and therefore would not be reported.</p> <p>No records of aquatic Species at Risk that are afforded protection under the Species at Risk Act or Endangered Species Act are known to occur in the watercourses where culverts are anticipated to be installed. AECOM ecologists conducted a detailed fish and fish habitat assessment of the water features in the vicinity of the Study Area between September 14-18, 2020, with spring field investigations occurring over multiple days in June 2021. Field investigations were also completed in the spring of 2022 due to changes to the Study Area boundary that required further review for potential fish habitat. Based on these investigations, no Species at Risk were discovered in the Study Area.</p> <p>Regardless, as detailed in Section 5.1 and Tables 5-9 and 5-10, the presence or absence of American Eel specifically will be confirmed during future phases of work for the project. In addition, as detailed in Table 5-26 (FISH-2.00 and various rows within the TERR section), additional investigations to confirm the presence or absence of any Species at Risk are required during subsequent design phases for the project.</p> <p>7. To minimize impacts on endangered bat species, do not permit the use of high-pressure, sodium and LED lights immediately adjacent to woodlands.</p> <p>As noted in Section 5.1.1.2 and Table 5-26 (TERR-17), the final highway design shall take into consideration potential light impacts on wildlife</p>	

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					<ul style="list-style-type: none"> Require infrastructure to be located as far from any watercourse as possible to minimize erosion. Require that channel realignment be in accordance with "Natural Channel Design" principles and relevant Lake Simcoe Region Conservation Authority Guidelines. Require channel realignment to maintain the natural form and fluvial processes of the watercourse (e.g., sedimentation, erosion, and transportation). Require the use of open bottom culverts to avoid impacts on fish movement. Require any sections of the Holland River Marsh Provincially Significant Wetland that are disturbed by the project to be restored back to wetland habitat. Require wetland compensation, only where habitat cannot be restored. Require any watercourse banks that are disturbed to be immediately stabilized and re-vegetated to prevent erosion and/or sedimentation. Require erosion and sediment control measures to be installed along the construction footprint within 30 metres of any Provincially Significant Wetland. Require any crossings to be perpendicular to the watercourse to reduce erosion. If it is not possible for new crossings to span the recommended width (re: Updated Draft Environmental Impact Assessment), require additional erosion protection. Require any exposed groundwater flow to be filled in with the appropriate material to minimize impacts on groundwater flow, water 	<p>species and avoid the use of high-pressure sodium and LED lights immediately adjacent to woodlands as these types of lighting have been noted to negatively affect bat activity.</p> <p>8. Require permanent exclusion fencing along the entire limits of the Bradford Bypass right-of-way, with appropriate "jump-out locations." Require the immediate installation of exclusion fencing where the removal or accumulation of substrates is necessary in or around turtle habitat.</p> <p>As noted in Section 5.1.1.2 and Table 5-26 (TERR-16) of the Updated Draft EIAR, recommendations to avoid potential wildlife vehicle collisions within the Study Area include permanent wildlife exclusion fencing along the entire limits of the Bradford Bypass right-of-way and jump-outs are recommended at approximately 1.4 kilometre intervals in accordance with the Ministry of Transportation's Environmental Guide for Wildlife Mitigation. Additionally, to mitigate end-effects where wildlife try to exit the right-of-way by walking along the fence, it is recommended that fence ends angle away from the right-of-way for a distance up to 100 metres and turtle exclusion fencing is to be installed around stockpiles of gravel and sandy substrates (TERR-4.07).</p> <p>For more information on mitigations to impacts on terrestrial features, please refer to Section 5.1.1.2 of the Updated Draft EIAR.</p> <p>9. Require suitable wildlife crossings/corridor for all sizes of wildlife in accordance with the relevant Environmental Impact Assessment recommendations.</p> <p>The Project Team understands that maintaining habitat connectivity across the landscape is important for preserving local wildlife and may reduce potential wildlife-vehicle collisions. While most of the proposed right-of-way is situated within areas of active agriculture or commercial land use, a portion of the right-of-way intersects forested and wetland habitats, specifically in the vicinity of the</p>	

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					<p>quality, water temperature, and water levels.</p> <ul style="list-style-type: none"> Require active monitoring of in-water and near-water works throughout the project. <p>General</p> <ul style="list-style-type: none"> Require implementation and adherence to the Project Planning and Design Best Management Practices, Procedural Best Management Practices, Water Management Best Management Practices, and Erosion Control Best Management Practices, to minimize unnecessary, long-term landscape/environmental impacts. Require the continued consultation of experts during the Detail Design phase of this project, including biologists, ecologists, hydrologists, fluvial geomorphologist, and archaeologists. <p>As previously stated, the OFAH is focused on protecting fish and wildlife values. The materials, proposals, and processes associated with the Bradford Bypass thus far are simply too complacent in habitat destruction and loss of ecological function to warrant our support, nor have they shown a meaningful commitment to consultation. However, if the province were to change course and seriously consider the input of stakeholders/experts, we would be happy to work alongside MTO and other relevant entities to find solutions that protect fish and wildlife values while supporting the province's infrastructure needs.</p>	<p>Holland River. In order to account for watercourse crossing, potential flooding scenarios, and the commitment made in the 2002 Approved Environmental Assessment to span existing Provincially Significant Wetlands, a significant portion of the highway in the vicinity of the Holland River and Holland River East Branch will be spanned. The extensive floodplain in the area will mean that the abutments of the structures will extend beyond the river and the wetlands, providing ample wildlife crossing opportunities for both large and small wildlife to access the natural features present both north and south of the proposed right-of-way. Additionally, it is recommended that culverts be designed to provide openness ratios that would allow for the passage of small mammal and/or herpetofauna where possible. An openness ratio of 0.4 would permit usage by medium-sized mammals, while the minimum openness ratio to be considered should be 0.25, which would permit usage by reptiles such as turtles.</p> <p>Although not observed during Preliminary Design surveys, where larger mammal movement in the proposed right-of-way (i.e., white-tailed deer) is observed, wildlife passage should be considered. Additional winter tracking surveys during Detail Design phase may be necessary to determine the need of additional wildlife crossing locations within the proposed right-of-way for larger mammals.</p> <p>For more information on mitigations to impacts on terrestrial features, please refer to Section 5.1.1.2 of the Updated Draft EIA.</p> <p>10. Do not permit work within areas of candidate turtle overwintering habitat during the turtle overwintering period.</p> <p>11. Do not permit work within candidate reptile hibernacula habitat during reptile overwintering period.</p> <p>As noted in Section 5.1.1.2 of the Updated Draft EIA and Table 5-26 TERR-7.0, work within areas of candidate turtle overwintering habitat during the</p>	

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						<p>turtle and reptile overwintering periods (October 31 to April 1), is to be avoided whenever possible.</p> <p>12. Require adherence to the Clean Equipment Protocol when removing vegetation to minimize risk of spreading invasive species.</p> <p>Please refer to the response to question #4 and Table 5-26 (CW-3.06) which requires consideration of the Clean Equipment Protocol.</p> <p>Note also that the Project Team has reviewed Table 5-26 and believes that the requirement to adhere to the Clean Equipment Protocol requires more emphasis and so a new commitment will be incorporated to both the Terrestrial and Fisheries sections of Table 5-26 and which will explicitly require adherence to the protocol.</p> <p>13. Require seeded mixes and/or live transplants of native species to be used to rehabilitate or restore areas of vegetation that have been temporarily disturbed.</p> <p>14. Require edge management plantings along newly exposed forest edges using native vegetation.</p> <p>As detailed in Section 5.1 and Table 5-26 (various rows) of the Updated Draft EIAR, requirements for areas requiring restoration include use of native and salt tolerant species / seed mixes and edge management plantings are recommended between woodlands and the edge of the corridor.</p> <p>As noted in response to comment 1, specifics of these measures and exact locations are dependent on future phases of design for the project which will determine where these measures are most suitable and where space is available.</p> <p>For more information on landscape restoration opportunities, please refer to Section 5.2.9.2 of the Updated Draft EIAR.</p>	

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						<p>15. Require infrastructure to be located as far from any watercourse as possible to minimize erosion.</p> <p>It is not possible to locate the permanent infrastructure associated with the project away from all watercourses in the Study Area. Section 5 and Table 5-26 of the Updated Draft EIAR therefore include a number of measures to be implemented during the future phases of work for the project including design and construction.</p> <p>As detailed in Tables 5-25 and 5-26, Erosion and Sediment Control Plans will be required during design and construction of the project and will include measures to potential impacts of erosion.</p> <p>16. Require that channel realignment be in accordance with "Natural Channel Design" principles and relevant LSRCA guidelines.</p> <p>17. Require channel realignment to maintain the natural form and fluvial process of the watercourse (e.g., sedimentation, erosion and transportation).</p> <p>18. Require the use of open bottom culverts to avoid impacts on fish movement.</p> <p>As noted in Section 5.1.3.2 and Table 5-26 (FLUV rows) of the Updated Draft EIAR, channel realignments for the Bradford Bypass project are to be designed in accordance with 'Natural Channel Design' principles including Lake Simcoe Region Conservation Authority.</p> <p>In addition, requirements for channel realignment to maintain the continuity of channel form and process; for substantial channel realignment to be avoided; and for open bottom culverts to be used where suitable have been identified in Table 5-26.</p> <p>19. Require any sections of the Holland River Marsh Provincially Significant Wetland that are disturbed by the project to be restored back to wetland habitat.</p> <p>20. Require wetland compensation, only where habitat cannot be restored.</p>	

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						<p>As noted in Section 5.2.9 of the Updated Draft EIAR, landscaping recommendations for wetland, marshes and swamp areas within the corridor have been identified on a preliminary basis and a detailed review of the site conditions within the existing vegetative communities will be required to prepare suggested plant lists for areas of restoration. Restoration measures are to consist of small deciduous and coniferous trees, deciduous shrubs, tall grasses, and forbs matching the native species observed on site. In addition, the proposed wetland planting restoration will extend beneath the bridge crossings of the Holland River and Holland River East Branch where feasible and will depend on the availability of sunlight and precipitation under the structures once the final designs have been developed. Based on the current recommended bridge designs and height of the bridges, sufficient exposure to sunlight and precipitation would support growth of low vegetative cover around the edges and in the central gap beneath the bridge structures. Details of the piers and spacing will be determined in subsequent Detail Design phases and will be considered during the preparation of the detailed Landscape Restoration designs.</p> <p>As noted in Table 5-26 (TERR-3.08), where wetland habitat cannot be restored or is permanently impacted by the proposed highway, consideration of wetland compensation efforts including enhancement to the adjacent wetland communities or creation of new wetland habitat to maintain wetland function throughout Study Area will be considered.</p> <p>21. Require any watercourse banks that are disturbed to be immediately stabilized and re-vegetated to prevent erosion and/or sedimentation.</p> <p>22. Require erosion and sediment control measures to be installed along the construction footprint within 30 metres of any Provincially Significant Wetland.</p> <p>23. Require any crossings to be perpendicular to the watercourse to reduce erosion.</p>	

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						<p>24. If it is not possible for new crossings to span the recommended width, require additional erosion protection.</p> <p>As noted in various locations within Section 5.1 of the Updated Draft EIAR, design of watercourse/wetland crossings and work near watercourses and wetlands is to include a number of measures to avoid and/or mitigate impacts including immediate stabilization of disturbed areas; erosion and sediment control measures; revegetation with suitable native species; perpendicular design of crossings where possible to eliminate erosion risk.</p> <p>25. Require any exposed groundwater flow to be filled in with the appropriate material to minimize impacts on groundwater flow, water quality, water temperature, and water levels.</p> <p>As detailed in Section 5.1.4 of the Updated Draft EIAR, maintaining the volume, pattern and quality of groundwater within the Study Area is a key consideration for the Project. While initial mitigation measures to prevent impacts to groundwater have been identified in the Updated Draft EIAR, including the need for backfilling excavations that intercept existing groundwater flow with porous granular material, particularly within wetland areas, additional investigations are required to produce a thorough understanding of the hydrologic and hydrogeologic conditions within the Study Area is developed before construction begins. Permits / approvals associated with construction dewatering will be obtained once additional investigations are complete and will include filing of the project on the Ministry of Environmental Conservation and Parks Environmental Activity and Sector Registry system and / or securing a Permit To Take Water, if required.</p> <p>26. Require active monitoring of in-water and near-water works throughout the project.</p> <p>As noted in various locations of Section 5 of the Updated Draft EIAR, monitoring of all work is</p>	

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						<p>required throughout construction and as noted in Table 5-26 (FISH-1.12), in-water and near-water work shall be monitored to confirm that mitigation measures are properly implemented, functioning, maintained and repaired as needed, and removed following construction.</p> <p>27. Require implementation and adherences to the Project Planning and Design Best Management Practices, Procedural Best Management Practices, Water Management Best Management Practices, and Erosion Control Best Management Practices, to minimize unnecessary, long-term landscape/environmental impacts.</p> <p>Requirements to adhere to Project Planning and Design Best Management Practices, Procedural Best Management Practices, Water Management Best Management Practices, and Erosion Control Best Management Practices are included throughout Section 5 of the Updated Draft EIA and in a number of commitments to future work identified in Table 5-26.</p> <p>28. Require the continued consultation of experts during the Detail Design phase of this project, including biologists, ecologists, hydrologists, fluvial geomorphologist, and archaeologists.</p> <p>As noted throughout the Updated Draft EIA, a variety of additional studies, investigations and design reviews are to be completed during detail design and can only be completed by qualified persons (e.g. terrestrial ecologists, soil qualified persons, heritage specialists). Discipline experts shall continue to be consulted during the detail design phase of the Bradford Bypass Project.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p>	

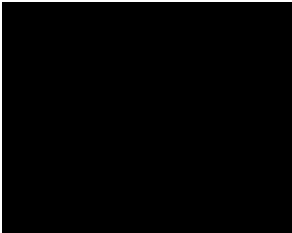
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						<div>Sincerely,</div> <div>The Bradford Bypass Project Team</div>	

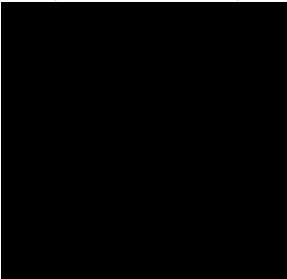
Updated Draft EIA Comment Tracker

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CT-DraftUEIAR-56	To: Project Team From: [REDACTED]	Email [REDACTED]	Draft EIA Comments	August 14, 2023	<p>Good afternoon,</p> <p>Thank you for sending the Notice of Publication of the Updated Draft Environmental Impact Assessment Report (Updated Draft EIA) for the Bradford Bypass Project. Please find the Ministry of Citizenship and Multiculturalism's comments on the Updated Draft EIA. Our comments focus on the sections that relate to archaeological resources.</p> <p>Please let us know if you wish to discuss.</p> <p>Sincerely,</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>A/Heritage Advisor Heritage Planning Unit Heritage Branch [REDACTED]</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>Please see attached the Project Team's responses to MCM's comments on the Updated Draft EIA.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca.</p> <p>Sincerely,</p> <p>The Bradford Bypass Project Team</p>	Yes – see MCM comment table for specific EIA revisions.

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CT-DraftUEIAR-57	To: Project Team From: [REDACTED]	Email: [REDACTED]	Property Contamination	August 14, 2023	<p>Dear Project Team:</p> <p>please see attached correspondence as it relates to the above subject matter.</p> <p>Thanks, [REDACTED] [REDACTED] [REDACTED]</p> <hr/> <p>--- Name --- [REDACTED]</p> <p>--- Email --- [REDACTED]</p> <p>--- Please provide your comments on the Draft Environmental Impact Assessment Report here: ---</p> <p>[REDACTED] is the owner of the industrial property (the Property) municipally known as 7 [REDACTED] Bradford. It fronts the east side of the road will be adjacent to the north side of the Bradford By-Pass Right of Way. Therefore, we have an interest in the project and would like to provide our comments.</p> <p>It is our understanding that due to new standards, the alignment has changed in this area and a sliver of land will be required on the southerly side of the Property. We would like to ensure that the southerly driveway to the Property will be maintained. We would also like to ensure that the sight-lines on Artesian will not be impacted by the overpass, located at Station [REDACTED] and consequently impact the Property's access in this location.</p>	<p>Dear [REDACTED]</p> <p>Thank you for your interest in the Bradford Bypass Preliminary Design Study and project-specific assessment of environmental impacts, undertaken in accordance with Ontario Regulation 697/21.</p> <p>As you are aware, we also recently spoke with [REDACTED] regarding the contamination information included in Section 2.2.5 of the Updated Draft EIAR and the risk rating assigned to [REDACTED]. In response to both your and [REDACTED]'s questions, we have provided a detailed summary of the work completed for the project and related to soil quality and contamination below. We hope this clarifies the soil quality information provided in relation to the project and that based on the information and analysis completed to date, the Project Team has not confirmed whether or not contamination is present on [REDACTED] or [REDACTED]. Additional analysis of both properties will be required during future phases of work for the project.</p> <p>The Contamination Overview Study (COS) (AECOM, 2020) was completed to identify properties/areas within the Study Area with actual or potential site contamination that may impact future highway design and / or require additional analysis during future phases of work for the project. The COS is a high-level assessment of the Study Area based on desktop review of available historic records and data. The historic records and data are then interpreted by the Project Team to understand areas of actual or potential contamination within the Study Area.</p> <p>Data available to the Project Team and documented in the COS indicates that historic uses on or near [REDACTED] include a landfill and that uses on the [REDACTED] have included a commercial use. Based on this information, the COS has assigned a risk rating of high for the property located at [REDACTED] and a risk level of medium for the property located at [REDACTED].</p>	No

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					<p>Artesian is used by transport trucks and it will be imperative that the overpass contemplated over this road will have ample height to allow for truck clearance.</p> <p>We note the open storm channel running along side the Property which enters a culvert under the Metrolinx railway. We would like to ensure that there will be no flooding onto the Property from this new storm channel during intense storm events or snow melts. A pinch point may even be caused by general debris or beavers and this may need regular inspections.</p> <p>The building on the Property is of metal cladding and a metal roof. We do have concerns from the potential salt spray has on corroding the building. Given this and the proximity to wetlands, this area would be a candidate for a salt-sensitive area.</p> <p>We are supportive of the project and support having interchanges both at County Road 4 and the 10th Side Road.</p> <p>We would appreciate being kept updated on this project.</p> <hr/> <p>We are an owner of vacant land (the Lands) generally located southwest of the [REDACTED] [REDACTED] it is legally described as part of [REDACTED] [REDACTED]. The [REDACTED] proposed right of way transverses through the Lands and as such, we have an interest in this project. The purpose of this letter is to comment specifically on potential contamination that has been applied to the Land. The above-mentioned report</p>	<p>It is important to note that these risk ratings are not confirmation that either of these properties is, or is not, contaminated. Confirmation that an area is or is not contaminated requires physical inspection of the site by qualified people and detailed analysis of soil and water samples from within the area.</p> <p>As an example, historical information might indicate that underground storage tanks were historically located on a property. This information would mean the property was assigned a higher risk rating as the presence of underground storage tanks would be a potential concern. Confirmation that the storage tanks were present would, however, require detailed inspection of the property by soils experts. In addition, to understand if the presence of the storage tanks has resulted in "actual contamination" of the property, soil and water samples would need to be collected through borehole and test pitting investigations and the samples would need to be analyzed to understand the soil quality.</p> <p>Building on the information within the COS, the Project Team has also completed a Waste and Excess Materials Management Plan (WEMMP) (AECOM, April 2023). The WEMMP focuses on areas within the proposed Bradford Bypass right-of-way and identifies the appropriate procedures for the management of soil and waste within the right-of-way. These procedures include the need for additional investigations and for an Excess Soil Management Plan to be prepared prior to construction so that soils are handled, stored, transported and reused or disposed of appropriately and so that the project complies with all applicable environmental legislation, policies, permitting requirements and protocols.</p> <p>The WEMMP does include some soil quality information where environmental samples were obtained during this Preliminary Design study (as described in Section 2.2.5 and 5.2.5 of the Updated Draft EIA). The soil quality information obtained during this preliminary design study is limited as environmental samples were only obtained from locations where other intrusive investigations were</p>	

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					<p>continues references from previous background studies for the project. Below is a clip of Figure 2 Map 3 from the Contamination Overview Study (AECOM 2020). This report identifies the Land as #0724. It gives the Land a "high" potential contamination rating and labels the Land as a closed landfill; we believe this is an error and perhaps has been confused with [REDACTED] (the Town of Bradford's dump hereinafter referred to as the Town). We have been the landowner since 1970 and we did not acquire the Land as a waste disposal site nor use it as one.</p> <p>The Contamination Overview Study (AECOM 2020) encloses reports from ERIS databases.</p>  <p>The above description provides a location in UTM coordinates. These coordinates do not reflect the Lands [REDACTED] however, they do identify Bradford's parcel [REDACTED] which is located east of [REDACTED]. A map from Simcoe County's interactive mapping is shown below.</p> <p>In every instance, the reports do not give a specific address of the closed landfill and instead give a location based on lot and concession. The below map also shows the lot and concession numbers. Since there</p>	<p>taking place (e.g. where geotechnical boreholes were drilled to provide foundations information that was key to developing bridge design). Therefore, the WEMMP includes procedures related to future analysis of soil quality. These procedures are summarized in Section 5.2.5 of the Updated Draft EIAR which notes that the suitability of the soil for potential reuse, and confirmation of where actual contamination is present, will require additional assessment of soil quality within the right-of-way during the subsequent detail design phase of the project. The additional assessment may include sampling and laboratory analysis of soils from all properties where soil will be disturbed by construction of the project.</p> <p>Portions of the [REDACTED] and [REDACTED] properties are within the proposed Bradford Bypass right-of-way however no detailed inspection of the properties have been completed by any member of the Bradford Bypass Project Team. The Project Team has also not collected any soil or water samples from these properties to determine soil quality. As such, both properties will require additional analysis during future phases of the project and sampling and laboratory analysis of the property soils may be required.</p> <p>Based on the information available to the Project Team at this time:</p> <ul style="list-style-type: none"> • [REDACTED] based on the historic information available to the Project Team and the property required for the project's right-of-way, additional analysis including detailed inspection of the property by soils experts as well as sampling and laboratory analysis of the property soils will be required. The sampling will be used to confirm soil quality and groundwater conditions in the area of the right-of-way and will also determine if there are areas of potential environmental concern or contamination. • [REDACTED] based on the historic information available to the Project Team and that a small area of the property is required for the project's right-of-way, 	

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					<p>was no registered plan in the area, the legal description of a small parcel would use lot and concession and to identify a small parcel within a lot and concession, one would need to review the instrument. (As a technicality, a small parcel should be legally described as being "part of" the lot and concession – this may have lead to the confusion).</p>  <p>We have investigated the history of the Town's parcel (██████████) and hereinafter referred to as such) and provide Instrument Number ██████████ which shows the ██████████ sold a piece of their large farm to the ██████████ in 1950.</p> <p>Coincidentally, this is the date the ERIS Report uses a landfill being active. Although this instrument uses rods as a unit of measurement, the metes and bounds reflect the boundary of parcel ██████████. We enclose page ██████████ from the historical abstract book for the 8th Concession, which is found at the Ontario Land Registry Office, and a copy of the instrument. (A similar exercise would be done for the ██████████</p>	<p>additional analysis of the property will be required. The additional analysis will include detailed inspection of the property by soils experts however it is not known at this time if sampling of the property's soils will be required.</p> <p>Any soil quality information or data that you are willing to share with the Project Team will be considered in subsequent phases of the project. Additionally, it is the Ministry's standard process to share soil quality data obtained through the Project with Property Owners, and the Ministry will be in touch in subsequent phases of the project to coordinate access to the property for additional analysis to be completed and to share information when it is available.</p> <p>In terms of the design on Artesian Industrial Parkway, this roadway will be maintained in its existing two-lane configuration, which includes one lane in each direction. The Bradford Bypass will traverse over Artesian Industrial Parkway and the structure will continue to allow for trucks to travel the roadway. Furthermore, the Bradford Bypass structures will not preclude future widening of Artesian Industrial Parkway to four lanes, if and when the Town of Bradford West Gwillimbury choose to pursue this initiative.</p> <p>One of the key considerations for salt management for the Bradford Bypass will include the use of the Ministry Salt Management Plan which contains best management practices to facilitate the optimal rate, timing, and location of salt application. The Ministry effectively ensures that the Salt Management Plan meets the objectives of Environment Canada's Code of Practice for Environmental Management of Road Salts. The Ministry Salt Management Plan incorporates the best available winter maintenance practices that are implemented to provide safe driving conditions on the provincial highway network while minimizing environmental impacts. Road salt best management practices have been developed by government and industry, primarily through the Transportation Association of Canada's Syntheses of Best Practices: Road Salt Management framework, and Environment and Climate Change Canada's</p>	

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					<p>Section 3.3 of the Contamination Overview Study (AECOM 2020) mentions that the historical aerial photos do not allow for the exact location of the landfilling activities to be determined. Of course, this was being viewed from the notion that the activities may have been occurring on two entire lots instead of a small parcel on one lot and a small sliver of the next lot. This indeterminate location is re-iterated in Section 3.6.1 and again in Section 4. We believe the disturbances in the area of ID [REDACTED] on the 1954 aerial mapping, found on Simcoe Interactive GIS, shows the extent of the landfill activities. In the 1980's, prior to the development of Artesian Industrial Parkway and the industrial lots which front it (all registered in the Plan of Subdivision [REDACTED]), we retained Wilson Associates to conduct soil reports with testing. Test pits were dug throughout the site and do not indicate evidence of landfill operations. We enclose our reports Hydrogeologic Evaluation (1985) and Soils Evaluation (1986). We did not learn of the Town's landfill from the Bradford By-Pass studies. In fact, the Town placed a hold zoning on our industrial lots due to their proximity to the Town's dump. We were required to conduct a D-4 Report to the satisfaction of the Town to remove the holding by-law. This report was prepared by Azimuth Environmental in 2015 and the by-law was passed in 2016 to release the hold. The report mentions MOE site [REDACTED] which is the landfill site located on ID [REDACTED]. Furthermore, the Azimuth report contains background information and a memo from 1972 which specifically remarks that the site is "located near the tracks". We have enclosed the Azimuth D-4 Report (2015), a copy of the notice of the by-law, and the passed by-law.</p> <p>ID [REDACTED] is still owned by the Town, is legally described as part of [REDACTED]</p>	<p>Code of Practice for the Environmental Management of Road Salts. The best management practices typically included in a Road Salt Management Plan are proven and science based.</p> <p>For more information on salt mitigation measures, please refer to Section 5.1.3.2 of the Updated Draft EIAR.</p> <p>If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca, toll free at 1-877-247-6036, or by visiting the Project Website at www.bradfordbypass.ca</p> <p>Sincerely, The Bradford Bypass Project Team</p>	

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					<p>██████████ and is municipally known as ██████████. The description from the Contamination Overview Study (AECOM 2020) is wrong because there is ██████████. ██████████ does not exist as an address and this parcel is certainly not a brew house. This report also gives this parcel a medium (yellow) contamination potential rating. It also does not display any "star" on the mapping figure indicating that this was a closed landfill site. We believe this to be wrong.</p> <p>For the above reasons, we believe labeling the ██████████ as a high contamination potential rating and as a closed landfill is an error. As land developers, this has detrimental impact on our business because it is this information that is in the public realm and creates a negative stigma on our land. We would respectfully request the next report to be updated with respect to contamination. We also note that there have been investigative boreholes on our land. We would respectfully request a copy logs, tests, and findings with respect to geotechnical, hydrogeological, and environmental contamination studies specific to this location. We thank you for the consideration of our comments. Should you have any questions, please contact the undersigned.</p> <p>Yours Truly,</p> <p>██████████</p> <p>██████████</p>		

Site Address: [REDACTED]	Date: June 15, 2023	LSRCA File #: [REDACTED]	Municipal Ref #: [REDACTED]
Application Type: Environmental Assessment	APID: [REDACTED]	Submission #: First	Municipality: East Gwillimbury

* The Draft Environmental Impact Assessment report only had a handful of pages on stormwater management and drainage, therefore not much detail was provided. The report did mention 2 other reports which LSRCA should obtain and provide comments on, if required. The 2 specific reports are mentioned in the comments below.

Documents Reviewed (15-JUNE-2023):

- Report: AECOM, "Draft Environmental Impact Assessment Report", dated June 1, 2023

Background Information:

- 16.3km
- Interim – 2 lane configuration (2 lanes in each direction)
- Ultimate – 4 lane configuration
- Holland River and Holland River East Branch
- Stormwater drainage (Section 2.1.3 – page 62 AND Section 5.1.2 – page 279)

Comment #	Item	Section	Page #	1 st LSRCA Comments (15-JUNE-2023)	1 st Applicant Response on Date	2 nd LSRCA Comments on Date	2 nd Applicant Response on Date
E1.				<p>Reports: Please forward the following 2 reports to LSRCA for review and commenting:</p> <ul style="list-style-type: none"> Drainage and Hydrology Report (AECOM, May 2023) Stormwater Management Plan (AECOM, March 2023) <p>These reports were previously requested but not received.</p>	<p>The latest Drainage and Hydrology Report was provided to LSRCA on August 14, 2023.</p> <p>In accordance with Section 22 of Ontario Regulation 697/21, the Draft Stormwater Management Plan was provided to LSRCA for review between March 22, 2023, to April 12, 2023. Responses to LSRCA's comments on the Draft Stormwater Management Plan were provided on August 16, 2023.</p> <p>Comments provided on the Draft Stormwater Management Plan were considered by MTO and revisions are being made accordingly. Once finalized, the Stormwater Management Plan will be provided to the Director of MECP's Environmental Assessment Branch and subsequently posted on the Project Website.</p>		
E2.				<p>Stormwater Management Criteria: Please consider the following stormwater management criteria (as per LSRCA, April 2022, SWM guidelines) for the construction of the proposed linear development / interchanges / SWM ponds etc.:</p>	<p>AECOM acknowledges this recommendation. The suggested criteria are factored as part of the Stormwater Management Report for the construction of the proposed Bradford Bypass development / interchanges / SWM ponds etc.</p>		

Comment #	Item	Section	Page #	1 st LSRCA Comments (15-JUNE-2023)	1 st Applicant Response on Date	2 nd LSRCA Comments on Date	2 nd Applicant Response on Date
				<ul style="list-style-type: none"> Water quantity (section 3.2.1) Volume Control (section 3.2.4) Water quality (section 3.3.1) Erosion Control (section 3.4) 			
E3.				<p>New, Upgraded and/or Replacement Crossings (i.e., Culverts, bridges, etc.): Please reference LSRCA April 2022 SWM guidelines and LSRCA Ontario Regulation 179/06 Implementation Guidelines for additional detail pertaining to complete submissions, criteria, cut/fill balances, minimizing fill, hydraulic, hydrology, floodplain mapping etc. associated with new, upgraded, and/or replacement crossings (i.e., culverts, bridges, etc.).</p> <p>LSRCA would like the opportunity to review and comment on all the aspects of the design consideration/analysis; hydrologic modelling, hydraulic modelling, floodplain mapping, etc.</p>	<p>AECOM acknowledges this recommendation. Notes have been included in the Stormwater Management Report to reference LSRCA's April 2022 SWM guidelines and LSRCA Ontario Regulation 179/06 Implementation Guidelines pertaining to the items included in the LSRCA comment.</p> <p>The design consideration/analysis; hydrologic modelling, hydraulic modelling, floodplain mapping, etc., are documented in the latest Drainage and Hydrology Report which was submitted to LSRCA on August 14, 2023.</p> <p>The process of planning the Bradford Bypass has included -- and will continue to include -- consultation with the public and Indigenous communities to ensure the project moves forward in an environmentally responsible way that is responsive to the needs and concerns of communities. LSRCA is a designated consultation group for the Project and you will continue to be informed of project updates.</p>		
E4.				<p>Previous Comments: Please consider implementing the suggestions / comments prepared by LSRCA dated April 5, 2023.</p>	<p>Comment noted. Responses to LSRCA comments were provided on August 16, 2023.</p>		

Submission Resubmission Requirements:

1. A completed response matrix including detailed response outlining how each of the comments above have been addressed with reference to applicable reports and drawings.
2. The response matrix is to also include a summary of any additional changes to the design and/or analysis. This includes changes to reports, drawings, details, facility design and changes not identified in the detailed response to comments.
3. Reports and engineering drawings and details are to be signed and sealed by a Professional Engineer.
4. All submissions and reports are to include a digital copy of applicable models.

5. All submission and reports are to include applicable technical components which achieve the minimum requirements outlined in the Lake Simcoe Region Conservation Authority Technical Guidelines for Stormwater Management Submission, April 2022.

Important Notes and References:

1. Please contact the Lake Simcoe Region Conservation Authority (LSRCA) to scope any required Environmental Impact Study or Natural Heritage Evaluation.
2. The stormwater management submission is required to be prepared in accordance with LSRCA Technical Guidelines for Stormwater Management Submissions. [Technical-Guidelines-for-Stormwater-Management-Submissions April 2022](#)
3. Submissions are to be in accordance with the LSRCA Watershed Development Guidelines. [Ontario Regulation 179/06 Implementation Guidelines](#)
4. The hydrogeological analysis is required to be prepared in accordance with “Hydrological Assessment Submissions: Conservation Authority” Guidelines for Development Applications.” [Hydrogeological Guidelines - Hydrological Assessment 2013](#)
5. Where the LSPOP applies, submissions are to be in accordance with the LSPOP found here: [Watershed Phosphorus Offsetting Policy May 2023](#)
6. Low Impact Development Treatment Training tool can be found here: [LID Treatment Training Tool April 2018](#)
7. Lake Simcoe Region Conservation Authority Review Fees can be found here: [Planning Application and Permit-fees January 2022](#).
8. Please note that the review fees cover two rounds of reviews; third and subsequent submissions will be subject to additional fees per the fee schedule.

Lake Simcoe Region Conservation Authority Technical Review – Natural Heritage



Site Address: [REDACTED]	Date: June 28, 2023	LSRCA File #: [REDACTED]	Municipal Ref #: [REDACTED]
Application Type: Environmental Assessment	APID: [REDACTED]	Submission #: NTH	Municipality: East Gwillimbury

Documents Reviewed (June 28, 2023):

Final Environmental Conditions Report, Highway 400 to Highway 404 Link (Bradford Bypass), Ontario Ministry of Transportation, prepared by AECOM, dated October, 2022.

Draft Environmental Impact Assessment Report, Highway 400 to Highway 404 Link (Bradford Bypass), Ontario Ministry of Transportation, prepared by AECOM, dated June 1, 2023.

Appendices A-F, Terrestrial Ecosystems Impact Assessment, Highway 400 to Highway 404 Link (Bradford Bypass), Ontario Ministry of Transportation, prepared by AECOM, dated January 2023.

Documents Reviewed Previously (September 2022):

Sections 2.1.1, 2.1.2, 5.2, Draft Environmental Conditions Report, Highway 400 to Highway 404 Link (Bradford Bypass), Ontario Ministry of Transportation, prepared by AECOM, dated August 12, 2022.


Appendix A, Fish and Fish Habitat Existing Conditions Summary Table, Draft Environmental Conditions Report, Highway 400 to Highway 404 Link (Bradford Bypass), Ontario Ministry of Transportation, prepared by AECOM, dated August 12, 2022.


Comment #	Item	Section	Page #	1 st LSRCA Comments on September, 2022	1 st Applicant Response on October 27, 2022	2 nd LSRCA Comments on June 28, 2023	2 nd Applicant Response on Date
NH1	DECR	2.1.1.3.2	41, 44 & 49	<p>The text states that no rare vegetation communities were identified during field investigations. According to the ELC mapping and Table 2-3, a rare vegetation community was identified during field investigations: Dry-Fresh Hickory Deciduous Forest FOD2-3 (ELC046).</p> <p>This community is listed as a provincially rare vegetation community in Appendix M of the Significant Wildlife Habitat Technical Guide. The polygon is mapped as confirmed Significant Wildlife Habitat on Figure 2-4c.</p> <p>This discrepancy should be clarified or revised.</p>	The Final Environmental Conditions Report will be revised to include the FOD2-3 species as a rare vegetation community.	Addressed.	Noted. No further response required.
NH2	DECR	2.1.1.3.2		A table listing the ELC communities within the Terrestrial Study Area including a brief description, should be included as an appendix.	ELC communities are included in Figure 2-2 of the ECR. This information will also be included in Appendix B of the Terrestrial Impact Assessment (IA) Report. Please let the Project Team know if the LSRCA would like a table of ELC communities with their description in advance of the finalization of the Terrestrial IA Report.	Addressed.	Noted. No further response required.
NH3	DECR	2.1.1.3.2	37	The locations of regionally/provincially rare plants from previous studies, and any recorded during recent field surveys, should be provided on the ELC mapping.	The location of provincially rare plants (ex. Endangered plant species, Butternut, and black ash) are presented in Figures 2-3 of the ECR.	Addressed.	Noted. No further response required.

Comment #	Item	Section	Page #	1 st LSRCA Comments on September, 2022	1 st Applicant Response on October 27, 2022	2 nd LSRCA Comments on June 28, 2023	2 nd Applicant Response on Date
				<i>Vascular Plants of the Lake Simcoe Watershed</i> , Appendix 5.3 of the State of the Lake Simcoe Watershed 2003 report and the Distribution and Status of the Vascular Plants of the Greater Toronto Area (2000) should also be consulted for regional status of plants.	Regionally rare plant species will be noted in the full plant species list in Appendix C of the Terrestrial IA Report. A copy of Appendix C can be made available to Lake Simcoe Conservation Authority upon request once the report is completed. The plant list is broken up by ELC Community.		
NH4	DECR	2.1.1.3.4	57, 58	Consider providing the rationale for not carrying forward some species at risk into Table 2-7 to demonstrate that potential habitats have been reviewed before excluding the species form further consideration.	This information will be included in Appendix E of the Terrestrial IA Report, which can be made available to Lake Simcoe Conservation Authority upon request once the report is completed.	Addressed.	Noted. No further response required.
NH5	DECR	2.1.1.3.3	51	The results for the one visit that was undertaken at AMP-13 are not listed in Table 2-4. It is noted in Table 2-4 that access was not granted for AMP-12.1 and AMP-12.2. Will the conservative approach that assumes amphibian breeding be adopted for these stations as well?	This is a reporting error that will be updated in the Final ECR. The AMP-12 and AMP-13 listed in the terrestrial report are AMP-11 and AMP-12 in Table 2-4 of the ECR. The conservative approach applies to AMP-12 with the site being considered confirmed amphibian breeding habitat (SWH).	Addressed.	Noted. No further response required.
NH6	DECR	2.1.1.2	36	Note that background noise doesn't necessarily characterize habitat quality, but rather sampling conditions and therefore ability to detect species and determine abundance.	The text in the Final ECR will be updated to include reference to the sampling conditions.	Addressed.	Noted. No further response required.
NH7	DECR	Table 2-6	57	The "Date of most recent observation" column of Table 2-6 should be revised to 2021 for Bobolink as the species was recorded during the breeding season in suitable habitat during the most recent field studies.	This table and the associated "Date of Most Recent Observation" is specific to the background sources and does not include the results of the Project's field investigations. The	Thank you for clarifying.	Noted. No further response required.

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					column title will be revised for the Final ECR.		
NH8	DECR	Table 2-7	58	The habitat for Bobolink should be revised to confirmed. It should be noted in Table 2-7 that additional candidate habitat is present for Eastern Meadowlark beyond ELC007 (and Bobolink).	The Final ECR will be updated to reflect Bobolink as confirmed. A statement noting that agricultural fields present candidate habitat depending on crop selection will be provided in the Species at Risk section of on the Terrestrial IA Report.	Addressed.	Noted. No further response required.
NH9	DECR	2.1.1.3.4	58	Targeted surveys for species at risk should be undertaken for species with records within the Terrestrial Study Area. For example, surveys for Louisiana Waterthrush (Threatened) need to be undertaken earlier in the season as the species stops singing by the time general breeding bird surveys are performed and is therefore difficult to detect. Targeted surveys should be undertaken for Blanding's Turtle as reptiles would only be detected incidentally during other field studies. Least Bittern can be difficult to detect without callback surveys. Crepuscular surveys for Eastern Whip-poor-will should be undertaken.	The Environmental Impact Assessment Report (EIAR) will provide recommendations for targeted SAR surveys to be undertaken during the next design phase of the Project once the Preliminary Design phase is complete.	Addressed.	Noted. No further response required.
NH10	DECR	2.1.1.3.5	68	The text states that 8 Significant Wildlife Habitat types were confirmed, but the list only includes 3. A list of the other confirmed habitats should be provided. The use of "several" regarding candidate Significant Wildlife Habitat in the Terrestrial Study Area suggests far fewer than the 24 candidate habitats in the Terrestrial Ecosystems Existing Conditions Report (AECOM 2020) referred to in section 2.1.1.1. A list of all candidate Significant Wildlife Habitat within the study area should be provided.	The text related to significant wildlife will be updated in the Final ECR to include a detailed breakdown of candidate and confirmed wildlife present within the Study Area. A full analysis of the SWH in the Study Area will be included in Appendix F of the Terrestrial IA Report, which can be made available to Lake Simcoe Conservation Authority upon request, once the report is complete. Candidate SWH noted in the 2020 Existing Conditions Report prepared by AECOM was based on a review of applicable background information and desktop analysis. The 2020 report	Addressed.	Noted. No further response required.

Comment #	Item	Section	Page #	1 st LSRCA Comments on September, 2022	1 st Applicant Response on October 27, 2022	2 nd LSRCA Comments on June 28, 2023	2 nd Applicant Response on Date
					also considered a larger Study Area (500m) than the refined 120m Study Area applied for the ongoing Terrestrial IA Report. The number of candidate SWH was refined based on field investigations completed between 2020 and 2022 by the Project Team.		
NH11	DECR	2.1.1.3.2	General	A list of plants recorded during botanical surveys and incidentally should be provided. For any rare or species at risk plants, or plants which are indicators of specialized habitats, indicate the ELC polygon in which they were recorded.	A full plant list recorded during botanical surveys, and the ELC polygon in which they were recorded in will be provided in Appendix C of the Terrestrial IA Report.	Thank you for providing Appendix C. New comment: The following species in the plant list are considered rare in the Lake Simcoe watershed or regionally rare: <i>Orthilia secunda</i> <i>Physocarpus opulifolius</i> <i>Hamamelis virginiana</i> <i>Carex bromoides</i> <i>Physostegia virginiana</i> <i>Solidago patula</i> <i>Pyrola americana</i> <i>Cinna arundinacea</i> <i>Lonicera oblongifolia</i> <i>Cypripedium parviflorum</i> var. <i>pubescens</i> rare in York <i>Corylus americana</i> rare in York Should rare species be located in an area that will be impacted, a plan to transplant/relocate these plants to a suitable habitat should be prepared at detailed design.	A detailed plant inventory will be completed during future phases of work for the project. Should regionally rare species be identified within the final limits of work, mitigation measures specific to regionally rare species can be considered.
NH12	DECR	2.1.1.3.3	General	A list of birds recorded during breeding bird surveys, indicating the survey station at which they were detected should be provided. Twenty breeding bird survey stations is very limited coverage for an area this large. Consideration should be given to increasing the coverage.	A list of birds recorded during the breeding bird surveys, broken up by station, will be provided in Appendix D of the Terrestrial IA Report. Breeding bird survey stations were focused on natural features	Addressed.	Noted. No further response required.

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					<p>within the proposed limits of work. As noted in the methodology, stations were placed 250m apart following to avoid overlap or double counting in areas of contiguous habitat.</p> <p>Additional targeted surveys for Chimney Swift, Barn Swallow, Least Bittern and Eastern Whip-poor-will as well as surveys to identify additional habitat for Eastern Meadowlark and Bobolink will be recommended in the EIAR for the next design phase.</p>		
NH13	DECR	2.1.1.3.2	41-48	<p>LSRCA has fen ELC ecosites (FEO, FES) mapped within the Terrestrial Study Area, shown in the screen captures below. These are mapped in the document as MAS2-1 (ELC095, ELC096, ELC124) and SWT3-1 (ELC120, ELC123, ELC121).</p> 	<p>Both the fen communities and fen indicator species noted in the 2002 approved EA were not observed within the proposed right-of-way during the Preliminary Design field investigations. The Study Area for the Preliminary Design was 120m. Given the larger Study Area of the 2002 approved EA (500m) it may be possible that fen communities still exist within proximity of the proposed right-of-way. Remnants of previous fen communities or fen indicator species could be present in MAS2-1 and SWT3-1 communities delineated in the field. A full plant list broken down by ELC community will be provided in Appendix C of the Terrestrial IA Report.</p> <p>MTO has considered SWH as a part of this Study and mitigation measures will be considered to</p>	Addressed.	Noted. No further response required.

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				 <p>Some of the regionally rare plant species recorded in 2002 as noted in the document, are fen indicator plants (<i>Andromeda polifolia</i>, <i>Salix candida</i>, <i>Carex buxbaumii</i>). A plant list to confirm if any of these species were recorded in the Terrestrial Study Area during recent surveys should be provided. Targeted surveys for fen communities should be undertaken. Access to appropriately survey may require a boat. Some fen communities are provincially rare vegetation communities (i.e. Significant Wildlife Habitat).</p>	<p>minimize impacts to any fen communities; however, targeted surveys for fen communities are not planned. With the exception of refined planting list during the restoration phase of the Project, the mitigation measures for the area would be the same with or without the additional targeted surveys. It is recommended the refined planting lists be completed during the detail design phase.</p>		
NH14	DECR	2.1.1.2, 2.1.1.3.2	34, 37	<p>Were the regionally rare plant species from 2002 refound during the recent field studies? Two of the botany visits occurred in late summer (late August-early September). Note that some of the rare plants are best identified during June and early July (i.e. sedges). The same is true of some fen indicator plants. A list of plants recorded during the botanical surveys should be provided.</p>	<p>Both the fen communities and fen indicator species noted in the 2002 approved EA were not observed within the proposed right-of-way during field investigations. Targeted surveys for regionally rare/ fen indicator species were not completed during the preliminary phase of the project.</p>	<p>Partially addressed: June botanical surveys of the wetlands along the main branch West Holland and East Holland rivers should be undertaken at detailed design. Should rare species be located in an area that will be impacted, a plan to transplant/relocate these plants to a suitable habitat should be prepared. Please consider adding items to the recommendations for terrestrial ecosystems in the Draft Environmental Impact Assessment Report.</p>	<p>A detailed plant inventory can be completed during future phases of work for the project. Should regionally rare species be identified, mitigation measures specific to regionally rare species will be considered.</p>
NH15	DECR	2.1.2.2.2	79	<p>The fish habitat assessments that took place in June are too late to capture the spring freshet and spawning that may take place during this period. Therefore, a conclusion of “not fish habitat” cannot be made based solely on these June assessments.</p>	<p>Classification of “Not Fish Habitat” was not based solely on the June fish community assessment. It included an assessment of the channel following the Ministry of Natural Resources Forestry’s</p>	<p>LSRCA supports the MNRF’s recommendation.</p>	<p>Noted. No further response required.</p>

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					<p>(MNR) Stream Permanency Handbook (2013) to identify whether the watercourse receives channel forming flows and could provide seasonal fish habitat (at a minimum). Watercourses deemed not fish habitat were features where channel forming flows were not observed (i.e., no evidence of substrate sorting, no evidence of a defined channel bed or bank). This criteria indicates that the feature only flows for a few days to weeks after a snow melt or a major rain event.</p> <p>We have made note of MNR's suggestion for additional pre-construction field work to be undertaken on various tributaries of the East and West Holland River, and will include this as a recommendation in the EIR for the next design phase of the project.</p>		
NH16	DECR	Figure 2-5m (DECR), Template D2A (Appendix A)	98	According to LSRCA temperature data collected at Boag Road just east of the 404, that section of the Maskinonge River (WC33) would be classified coolwater. Temperature sampling data, locations, dates, ambient temperatures and classification methods should be provided to support the classifications in the report.	Thermal regimes were provided by MNR. AECOM did not undertake any thermal classification of watercourses. A background information request was submitted to the Lake Simcoe Region Conservation Authority (LSRCA) on Dec 4, 2019, but no aquatic data was received. Please submit LSRCA's thermal regime data to verify existing documentation.	<p>K. Lillie of LSRCA sent the requested data via email to A. Minielly of AECOM on December 12, 2019.</p> <p>LSRCA resent the data to the project team on June 14, 2023. It appears that the original data did not include the Maskinonge sampling station. LSRCA will send that data too.</p>	The fish species in the data provided by LSRCA are recorded in the appropriate crossing summaries in the Fish Existing Conditions and Impact Assessment Report. A citation has been added to note the inclusion of this data.

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NH17	Appendix A	Template D2B		The month March appears before July in most entries under the In-water Works Timing Window column. This should be amended to avoid confusion. For C-12-A-1, it appears that sampling dates have been inserted into the In-Water Timing Works column instead of the timing window. This should be revised.	The Final ECR appendix will be revised so the sampling dates are inserted in the timing window column.	Addressed.	Noted. No further response required.
NH18	Appendix A	Template D2B		In-water timing works	The Final ECR appendix will be revised from 'In-Water Timing-Works' to 'In-water timing works'	Noted.	Noted. No further response required.
NH19	DECR	Table 2-10	82	Was LSRCA fish data considered in the background review? Any LSRCA fish species records that may be additional to what is provided from MNRF data should be included.	A background info request was submitted to LSRCA on Dec 4, 2019, and no aquatic data was received with the response or provided on a later date. Please submit LSRCA's aquatic data to verify existing documentation.	See NH16 above.	Noted. See response to NH16 above.
NH20	DECR	2.1.2.3.1, 2.1.5.3	86, 154	An explanation of the discrepancies in the hydrologic classifications of watercourses between Figures 2-5a-m and Table 2-17, described below, should be provided: C10A-B is classified as permanent in section 2.1.2.3.1 but intermittent in section 2.1.5.3 C11A-1 is classified as permanent in section 2.1.2.3.1 but intermittent in section 2.1.5.3 C13A-1 is classified as intermittent in section 2.1.2.3.1 but ephemeral in section 2.1.5.3 C18G-1 is classified as intermittent in section 2.1.2.3.1 but ephemeral in section 2.1.5.3 C18H-1 is classified as intermittent in section 2.1.2.3.1 but ephemeral in section 2.1.5.3 C23A-1 is classified as intermittent in section 2.1.2.3.1 but ephemeral in section 2.1.5.3 C25C-1 is classified as intermittent/permanent in section 2.1.2.3.1 but ephemeral/permanent in FG C28-A-1 is classified as permanent in section 2.1.2.3.1 and intermittent in section 2.1.5.3	These will be amended in the Final ECR.	Not addressed: There is still a discrepancy between Table 2-17 of the final ECR and Appendix A of the final ECR – the two are not consistent, nor with Table 5-12 in Section 5.1.5.2.1 of the Draft EIA. Please ensure the flow regimes are accurate and consistent.	Comment noted. All flow regimes will be confirmed and revised as required in the Final EIAR. The discrepancies between Appendix A and Table 5 – 12 are likely a result of different approaches taken between the Fluvial and Fisheries Assessments. For example, when a water feature was on the borderline of being classified as ephemeral or intermittent, the Fisheries team often opted for a more cautious approach. In this example, the feature would have been assessed as an intermittent watercourse to ensure that any potential fish habitat, seasonal or otherwise, was not overlooked or unaccounted for.

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NH22	DEIA	2.1.2.2	48-61			<p>New comment: All crossings that contain fish habitat in the West Holland subwatershed are described as supporting warmwater fish communities, but WC 20/C18-D-1 at which there is a proposed crossing is marked as cool on Figure 2-2 page 54. Please clarify.</p> <p>According to LSRCA fish sampling data, portions of the headwaters of the Maskinonge River in the vicinity of the proposed interchange at Hwy 404 are considered cool water. LSRCA stream temperature sampling from the confluence of WC-8 and WC-9 on Figure 2-2 indicates these streams are cool-water. LSRCA fish sampling data for the East Holland tributaries on which C-22-A-1 and C-23-A-1 occur indicates these are cool-water streams. Please revise the mapping and associated tables and text.</p>	<p>This conservative approach likely led to the variations in the thermal classifications.</p> <p>Watercourse 20/C18-D-1 is classified as a warmwater feature on the Ministry of Natural Resources and Forestry (MNR) Land Information of Ontario database, as well as in the Draft EIAR text. This will be updated in Figure 2-2 in the Final EIAR.</p> <p>Watercourse WC-8 is an ephemeral agricultural swale that was dry during the three assessments that were completed at the watercourse. Can the LSRCA temperature data please be provided to the Project Team?</p> <p>As per the MTO/DFO/MNR Fisheries Protocol, Aurora District MNR was contacted to provide in-water work timing windows. Data provided were indicative of a warmwater feature and the MNR LIO database identifies the features C-22-A-1 and C23-A-1 as warmwater features. No changes are required to the Draft EIAR; however, additional data and sampling will take place to confirm thermal regimes during future phases of work for the project.</p>
NH23	5.1.1.1.2					<p>New comment: LSRCA's "Mapping potential road mortality hotspots for amphibians and reptiles in the</p>	<p>Both LSRCA documents have been reviewed and considered as part of this project, and</p>

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						<p>Lake Simcoe watershed” report should be reviewed at detailed design to determine where enhanced herptile crossings may be warranted. The report is available at www.lsrca.on.ca/Shared%20Documents/reports/wildlife-road-mortality-hotspots.pdf as well as “Using wildlife ecopassages to reduce turtle road mortality in the Lake Simcoe watershed” available at www.lsrca.on.ca/Shared%20Documents/Wildlife-Ecopassages-Reduced-Mortality.pdf</p>	mitigation measures/commitments relating to wildlife crossings and ecopassages are included in Section 5.1.1.2 of the Draft EIA.
NH24	EIA	5.1.1.2	432			<p>New comment: TERR-17.00 should include a recommendation to use directional lighting to the extent possible to minimize light pollution into natural areas.</p>	A commitment to include the use of directional lighting where feasible can be included in the Final EIA. The use of directional lighting will be considered where the alignment travels alongside wetland and woodland environments.
NH25	EIA	5.1.1.2	430			<p>New comment: TERR-13.00 should indicate that a translocation plan for terrestrial crayfish may be needed if direct impacts to habitat cannot be avoided.</p>	Additional surveys will be completed during future phases of the project and will include recording observations of terrestrial crayfish burrows/ chimneys. Should burrows/ chimneys be identified, mitigation measures specific to terrestrial crayfish will be considered.
NH26	EIA	5.1.1.2	427			<p>New comment: Headwater Drainage Feature Assessments should be undertaken for ephemeral watercourses that will be impacted, to determine the appropriate management.</p>	The need for headwater drainage assessments will be confirmed during future phases of work for the project. As noted in Table 5-26 of the Updated Draft EIA, additional work related to channel realignments is required and will include assessment and design in accordance with natural channel design

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							principles, related conservation authority guidelines and a number of other principles (refer to row FLUV-5.00).
NH27	EIA	5.1.2.6	270			New comment: Aquatic and fluvial-geomorphic monitoring of realignments and culvert replacements should be added under Monitoring to ensure they are functioning as intended.	Requirements for monitoring and inspections have been identified in the Fish and Fish Habitat and Fluvial Geomorphology Impacts sections of the Updated Draft EIAR (Section 5.1.2 and Section 5.1.5, respectively) and will be refined during future phases of work for the project. Requirements for post-construction monitoring and inspections will also be defined during future phases of work for the project and will include any requirements identified by regulatory agencies such as DFO, MECP, etc.
NH28	EIA	Table 5-6, Table 5-8	272			New comment: Please add an invasive phragmites management note to Table 5-6 as phragmites is mapped at C11-A-2, C16-A-1, and to Table 5-8 as phragmites is mapped at C25-C-1.	Comment noted. This change will be updated in the Final EIAR.
NH29	EIA	Figure 2-2	60			New comment: The Maskinonge River tributary at Hwy 404 just north of Boag Rd does not have a classification crossing or and is within the Bradford Bypass ROW and appears to be within the area of direct impact. Please revise, identify the type of works that will be required, and assess impacts.	Comment noted. The scale at which the Study Area figures were created make it seem like work will take place at that watercourse. In reality, the construction limits for the project terminate to the east of the crossing and thus, it will not be impacted by construction activities.
NH30	EIA	Figure 2-2	58-60			New comment: LSRCA sampling data indicates the headwaters of the Maskinonge River in the	As per the MTO/DFO/MNRF Fisheries Protocol, Aurora District MNRF was contacted to provide in-water work timing

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						vicinity of the 404 are cool-water. Please revise.	windows. Data provided were indicative of a warmwater feature and the MNRF LIO database identifies the features at C26-A-1 as warmwater feature.
NH31		Fig. 2-2	54			New comment: LSRCA stream temperature sampling from the confluence of WC-8 and WC-9 on Figure 2-2 indicates this is cool-water. Please revise the mapping and associated tables and text.	Timing windows provided by MNRF was indicative of a warmwater timing window. WC-8 was ephemeral and dry during the 3 inspections we did at that crossing. Can LSRCA provide their temperature data?
NH32		Fig. 2-2	56			New comment: LSRCA fish sampling data for the East Holland tributaries on which C-22-A-1 and C-23-A-1 occur indicates these are cool-water. Please revise the mapping and associated tables and text.	As per the MTO/DFO/MNRF Fisheries Protocol, Aurora District MNRF was contacted to provide in-water work timing windows. Data provided were indicative of a warmwater feature and the MNRF LIO database identifies the features at C-22-A-1 and C23-A-1 as warmwater features.
NH33	EIA	5.2.9.2.1	387			New comment: For preliminary design purposes, culverts should be sized for medium-sized animal passage, and reduced if necessary through detailed design based on other project factors.	TERR-16.04 and TERR-16.05 in Table 5-26 list the proposed mitigation measures and commitments for culvert openness ratios and wildlife passages. These are also detailed in Section 5.1.1.2 of the Draft EIAR. An openness ratio of 0.4 will be considered where possible.
NH34	EIA	5.1.1.2	255			New comment: Impacted areas (woodland and wetland) outside of settlement areas and the Greenbelt Plan area will be subject to LSRCA's Ecological Offsetting Policy (2021).	A preliminary landscape design was prepared for the project and is included in Section 5.2.9 / Figure 5-4 of the EIAR. Additional details regarding ecological restoration and landscaping measures for the project will be defined during

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							future phases of work for the project and will include development of a Landscaping and Ecological Restoration Plan.
NH35	EIA	Table 5-25	414			New comment: Please add LSRCA (under the LSPP) to the Concerned Group/Agency column for "Vegetation – Removal and/or disturbance of vegetation and flora, along with fragmentation of large woodland blocks."	Comment noted. This change will be reflected in the Final EIAR.
NH36	EIA	Table 6-1	467			New comment: Please add the Lake Simcoe Protection Act to legislation under the disciplines of Terrestrial Ecosystems and Fish and Fish Habitat in Table 6-1.	Comment noted. We understand LSRCA's concerns regarding protection of the terrestrial and fisheries environments within the study area. Adherence to the requirements of the Lake Simcoe Protection Act will be achieved using other "prescribed instruments" as defined by the Act. These instruments include a variety of provincial and federal legislation, guidelines, and policies including the Endangered Species Act, the Fisheries Act, the Ontario Water Resources Act, etc.
NH37	EIA		429			New comment: A recommendation to undertake wetland water balances at detailed design for infrastructure within or adjacent to wetlands should be included under TERR 6.0 -6.1.	Comment noted. The need for wetland water balances will be determined based on the additional hydrologic and hydrogeologic analysis to be carried out during future phases of work for the project, and which are described in Table 5-26 Groundwater and Hydrogeology.

Submission Resubmission Requirements:

1. A completed response matrix including detailed response outlining how each of the comments above have been addressed with reference to applicable reports and drawings.
2. The response matrix is to also include a summary of any additional changes to the design and/or analysis. This includes changes to reports, drawings, details, facility design and changes not identified in the detailed response to comments.
3. Reports and engineering drawings and details are to be signed and sealed by a Professional Engineer.
4. All submissions and reports are to include a digital copy of applicable models.
5. All submission and reports are to include applicable technical components which achieve the minimum requirements outlined in the Lake Simcoe Region Conservation Authority Technical Guidelines for Stormwater Management Submission, April 2022.

Important Notes and References:

1. Please contact the Lake Simcoe Region Conservation Authority (LSRCA) to scope any required Environmental Impact Study or Natural Heritage Evaluation.
2. The stormwater management submission is required to be prepared in accordance with LSRCA Technical Guidelines for Stormwater Management Submissions. [Technical-Guidelines-for-Stormwater-Management-Submissions April 2022](#)
3. Submissions are to be in accordance with the LSRCA Watershed Development Guidelines. [Ontario Regulation 179/06 Implementation Guidelines](#)
4. The hydrogeological analysis is required to be prepared in accordance with “Hydrological Assessment Submissions: Conservation Authority” Guidelines for Development Applications.” [Hydrogeological Guidelines - Hydrological Assessment 2013](#)
5. Where the LSPOP applies, submissions are to be in accordance with the LSPOP found here: [Watershed Phosphorus Offsetting Policy July 2021](#)
6. Low Impact Development Treatment Training tool can be found here: [LID Treatment Training Tool April 2018](#)
7. Lake Simcoe Region Conservation Authority Review Fees can be found here: [Planning Application and Permit-fees January 2022](#).
8. Please note that the review fees cover two rounds of reviews; third and subsequent submissions will be subject to additional fees per the fee schedule.

Ministry of Transportation

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October 3, 2023

Sent Via Email

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**RE: Bradford Bypass Project
Métis Nation of Ontario Region 7 Comments on the Ontario Ministry of Transportation
Updated Draft Environmental Impact Assessment Report
Highway 400 to Highway 404 Link (Bradford Bypass)**

Dear [REDACTED],

Thank you for your review and subsequent comments on the Updated Draft Environmental Impact Assessment Report (EIAR) for the Highway 400 to Highway 404 Link (Bradford Bypass) project, prepared for the Ministry of Transportation (the Ministry). Engagement and consultation are key components of any Ministry project, and the Ministry is committed to considering all comments shared with the Bradford Bypass Project Team.

Engagement and consultation for the Bradford Bypass project is ongoing. As noted in recent emails, the Project Team would appreciate meeting with the Métis Nation of Ontario Region 7 to discuss the comments shared and how these comments can be incorporated into the Final EIAR which is to be prepared at the end of this Preliminary Design phase.

We'd appreciate if you could confirm if the Métis Nation of Ontario Region 7 is available to meet on October 10 or 11, 2023, or another date and time convenient to yourselves. Thereafter, the Project Team will share a meeting invite.

At this time, the Ministry would like to schedule the above meeting to go over comments raised by Métis Nation of Ontario Region 7 in a collaborative manner, however, initial responses have been provided below.

The Ministry is committed to continuing engagement and consultation beyond the regulatory requirements set out in Ontario Regulation 697/21, including continuing discussions with Indigenous communities, throughout the project.

The Project Team will include a summary of the Métis Nation of Ontario Region 7 comments in the Final EIAR, and the Region 7 specific comments will be included in the Final EIAR consultation record (Appendix C4).

Métis Nation of Ontario Region 7 comments re: assessment of Indigenous rights

As noted in the Métis Nation of Ontario Region 7 comments, the Bradford Bypass project was initially assessed and documented in the Route Planning and Environmental Assessment Study Report (1997). The Route Planning and Environmental Assessment Study Report received approval from the Minister of Environment and Energy (currently the Ministry of the Environment, Conservation and Parks) on August 28, 2002.

The current Preliminary Design and project specific assessment of environmental impacts has built upon the 2002 Approved Environmental Assessment Report and included a comprehensive review and update of the environmental conditions within the Study Area. This review was documented in the Environmental Conditions Report (AECOM, 2022) which was finalized October 27, 2022, following a public review period during which Indigenous communities, regulatory agencies and local stakeholders were invited to provide comments on the Environmental Conditions Report.

The environmental conditions presented in the Updated Draft EIAR are not intended to give greater emphasis to any one aspect of the environment and the information in the Updated Draft EIAR should be considered in addition to the information provided in the Environmental Conditions Report which is available on the Study Process page of the Project Website (<https://www.bradfordbypass.ca/study-process/>).

As also noted in the Métis Nation of Ontario Region 7 comments, the Bradford Bypass is subject to Ontario Regulation 697/21: Bradford Bypass Project (the Regulation). While the Regulation exempts the project from the Class Environmental Assessment for Provincial Transportation Facilities (MTO), the project has included 15 environmental studies. The environmental studies conducted include:

- Fish and Fish Habitat Existing Conditions and Impact Assessment Report
- Fluvial Geomorphology
- 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)
- Groundwater Impact Assessment
- Drainage and Hydrology
- Erosion and Sediment Control Risk Assessment
- Waste and Excess Materials Management Plan
- Land Use and Property Impact Assessment
- Noise and Vibration Impact Assessment
- Agricultural Impact Assessment
- Air Quality Impact Assessment

- Archaeological Assessment (Stages 2, 3, and 4, as required)
- Cultural Heritage Assessment
- Preliminary Landscape Composition Plan, and
- Snowdrift Assessment.

The Project Team acknowledges that these environmental studies, and the Updated Draft EIAR, may not address Indigenous rights explicitly. Accordingly, the Ministry has sought comments and feedback from Indigenous communities throughout the project as described in Section 7 of the Updated Draft EIAR. The Ministry is also committed to continued engagement and consultation throughout the Detail Design phase of the project.

The Ministry is familiar with the *MNO-MNRF Framework Agreement (2018)* and the *MNO-Canada Métis Government Recognition and Self-Government Agreement (2019)* and recognizes fully that the project is located within a Métis Nation of Ontario Region 7 harvesting area and that the Métis Nation of Ontario has recognized governance rights. The Ministry would appreciate meeting with the Métis Nation of Ontario Region 7 to better understand the context for these comments and ensure that impacts as a result of the project are properly assessed. With respect to harvesting rights, the Ministry would appreciate Métis Nation of Ontario Region 7 confirming the extent and nature of any harvesting by community members within the Study Area and the impacts anticipated as a result of the project. In addition, the Ministry is monitoring developments related to the Agreement, although no impacts to Métis Nation of Ontario Region 7 members rights or representation in Ontario are anticipated as a result of the project. If the Métis Nation of Ontario Region 7 is anticipating impacts to rights in this realm, please let us know.

Métis Nation of Ontario Region 7 comments re: Ministry's consultation

While the Updated Draft EIAR refers to one project milestone where consultation with the Georgian Bay Métis Council took place (November 2022), in circulating the materials at all project milestones (e.g., Draft Environmental Conditions Report, Public Information Centres, Draft EIAR, etc.), the Ministry had hoped to consult with all Indigenous groups concurrently. We acknowledge that Métis Nation of Ontario Region 7 members were unable to respond to the Project Team's requests for comments and input over the course of the project due to capacity limitations. The Ministry acknowledges the letters sent to the Project Team in this regard. The Ministry also acknowledges and thanks the Métis Nation of Ontario Region 7 for your review and technical comments on the Draft EIAR.

The Ministry is optimistic that the recent funding agreement will allow Métis Nation of Ontario Region 7 members to meet with the Project Team so that concerns can be addressed within the Final EIAR, and so that additional consultation and engagement can take place during subsequent phases of the project (e.g., Detail Design and construction).

Métis Nation of Ontario Region 7 comments re: references to the Georgian Bay Métis Council

The Ministry appreciates the clarification regarding Métis Nation of Ontario Region 7 and will update the EIAR accordingly.

Métis Nation of Ontario Region 7 comments re: Biophysical Focus

The Ministry appreciates Métis Nation of Ontario Region 7 expressing an interest in working collaboratively to determine an approach for how impacts are being considered. The EIAR has only documented the Preliminary Design of the Bradford Bypass study and summarizes the environmental studies noted above, which update and document existing conditions; identify

and evaluate potential impacts of the project on the existing conditions; and recommend mitigation measures and monitoring requirements to reduce these impacts to meet current environmental legislative requirements. Impacts and proposed mitigation measures will be reviewed and confirmed in subsequent phases of the project. The Ministry would appreciate a meeting to understand Métis Nation of Ontario Region 7's suggestions for criteria to be assessed and mitigation measures that could be employed as part of the project.

Métis Nation of Ontario Region 7 comments re: Overall Concerns

As noted above, the environmental conditions presented in the Updated Draft EIAR are not intended to give greater emphasis to any one aspect of the environment. The information in the Updated Draft EIAR should be considered in addition to the Environmental Conditions Report (2022)

The current Preliminary Design and project specific assessment of environmental impacts has built upon the previous 2002 Approved Environmental Assessment and includes a comprehensive review and update of the environmental conditions within the Study Area, as documented in the Environmental Conditions Report and Section 2 of the Updated Draft EIAR. In addition, the project has continued to adhere to the MECP's Conditions of Approval issued in response to the 2002 Approved Environmental Assessment during this Preliminary Design study, as detailed in Table 5-24 of the Updated Draft EIAR. The Updated Draft EIAR provides a summary of the work completed for the preliminary design stage of the project and the commitments for future studies in detail design. This approach to the Bradford Bypass project is consistent with other infrastructure projects where an iterative approach is taken to defining design of the project, potential impacts and the mitigation measures to be employed.

The Project Team has also added a number of commitments that were not originally included in the 2002 Approved Environmental Assessment. These additional commitments are detailed in the Updated Draft EIAR (Table 5-26) and include (as examples):

- commitments for additional consideration of wetland areas and exploration of opportunities to minimize impacts to these wetlands through engineering refinements during all subsequent phases of work for the project, including Detail Design and construction.
- A commitment that the Ministry will continue to work with Indigenous communities, environmental agencies, municipalities, and other concerned stakeholders to identify principles and recommendations for mitigating the impacts to wetland areas.
- Additional fieldwork and analysis of the wetlands to support accurate delineation of wetlands and design of mitigation and remediation practices.
- Wetland restoration of areas within 10-30 meters of watercourses in the Holland Marsh Wetland Complex and underneath the proposed structures at the Holland River and Holland River East Branch.

The Ministry appreciates the Métis Nation of Ontario Region 7 interest in participating in the project and looks forward to continued engagement, to confirm when these opportunities arise. At this time, though the Updated Draft EIAR does include commitments for monitoring to occur, design and staging for construction of the wetland crossings is required to understand the actual monitoring that will be required, e.g., durations, timing, type of work must be known before the Ministry can engage Métis Nation of Ontario Region 7 or others to confirm their interest in participating.

Project Team Request to Meet

As noted, the Ministry is committed to meaningfully consult Métis Nation of Ontario Region 7 in relation to the Bradford Bypass project. Engagement and consultation are key components of any Ministry project and the Ministry is committed to responding to all comments shared with the Project Team.

Engagement and consultation for the Bradford Bypass project is ongoing and the Ministry would appreciate meeting with the Métis Nation of Ontario Region 7 so that concerns can be addressed within the Final EIAR.

We would appreciate if you could confirm the Métis Nation of Ontario Region 7 availability to meet with the Project Team during the month of October 2023. Alternatively, if there are more convenient dates in October for the Métis Nation of Ontario Region 7 to discuss the project and the community's recent comments, please contact Jeff Seibert, Indigenous Liaison Specialist via telephone at [REDACTED] or via email at [REDACTED].

The Ministry will continue to engage with Métis Nation of Ontario Region 7 throughout all subsequent phases of the project.

Sincerely,



Director, Central Operations

c: Wan Chi Ma, MTO Senior Project Manager
Alex MacLean, MTO Project Manager
Rebecca Lariviere, MTO Project Manager
Jeff Seibert, MTO Indigenous Liaison Specialist
Jordan Lee, MTO Environmental Planner
Tim Soroichinsky, AECOM Project Manager
Riyaz Sheikh, AECOM Deputy Project Manager
Emma Docherty, AECOM Senior Environmental Planner
Madeleine Atherton, AECOM Environmental Planner

Comment #	Section #	Ministry of the Environment, Conservation and Parks Comments	Project Team Response	Edits Required to EIA? (Yes/No)
Ministry of the Environment, Conservation and Parks - Air Quality Impact Assessment Report Cover Letter				
1.	N/A	<p>Central Region Technical Support Section (TSS) of the Ministry of the Environment, Conservation and Parks (MECP) has reviewed the Final Air Quality Impact Assessment Report (the Air Quality Report), dated June 12, 2023, for the Bradford Bypass Class Environmental Assessment study. In addition, the air quality sections 2.2.4 and 5.2.4 of the Draft Environmental Impact Assessment Report, dated June 1, 2023, were also reviewed.</p> <p>The methodology implemented to assess air quality impacts from the proposed Bradford Bypass undertaking follows the ministry's guidelines.</p>	Comment acknowledged.	No
Comments on the Air Quality Impact Assessment Report				
1.	Section 6.4.2, Page 59	The Air Quality Report Page 59: When selecting vegetation as roadside barriers for mitigating near-road particulate impacts during the operational phase, it is suggested that trees that are not subject to significant seasonal changes, such as coniferous plants, be considered. (EPA 600/R-16/072, July 2016).	<p>Comment noted. A Preliminary Landscape Conceptual Design Plan was prepared for the project and provides recommendations for landscaping treatments along the proposed Ministry right-of-way. Plantings will consist predominately of large growing tree species, while edge management plantings will emulate a natural forest edge with a combination of deciduous and coniferous trees along the existing forest.</p> <p>Detailed Landscape Plans shall be developed during future Detail Design stages of the project for re-vegetation of disturbed / impacted areas and to provide landscaping enhancements in other areas.</p>	No
2.	Section 8, Page 66	The Air Quality Report Page 66: Please note that a minimum of one week of baseline monitoring may not be enough to observe representative background ambient air conditions. The ministry recommends considering an extended baseline monitoring period depending on the scale of the construction project.	Comment acknowledged. The timeline for baseline monitoring will be confirmed in subsequent design phases of the project.	No
Ministry of the Environment, Conservation and Parks – Draft Environmental Impact Assessment Report – Conservation and Source Protection Cover Letter				
1.	N/A	In response to your request to review the Bradford Bypass EIA, Conservation and Source Protection Branch (CSPB) offers the following comments.	Comment acknowledged.	No
Conservation and Source Protection Comments on the Draft Environmental Impact Assessment Report				
1.	N/A	The Clean Water Act, 2006 (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas are delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs), and surface water Intake	Comment acknowledged. AECOM has factored in the Clean Water Act, 2006 and source protection requirements. The Source Protection Information Atlas was consulted and reviewed as part of the Groundwater Protection and Well Monitoring Plan, provided to MECP for review on March 24, 2023.	No.

Comment #	Section #	Ministry of the Environment, Conservation and Parks Comments	Project Team Response	Edits Required to EIA? (Yes/No)
		Protection Zones (IPZs). Other vulnerable areas that can be delineated under the CWA for municipal drinking water systems include Significant Groundwater Recharge Areas (SGRAs) and Highly Vulnerable Aquifers (HVAs). In addition, event-based modelling areas (EBAs) and Issues Contributing Areas (ICAs) may also occur, overlapping with one of the four above-named vulnerable areas. The Source Protection Information Atlas is publicly available and can be used to locate delineated vulnerable areas in Ontario.		
2.	N/A	The Bradford Bypass may include activities during its construction, operation, and maintenance phases that, if located in a vulnerable area, may be considered a risk to sources of drinking water (i.e., as per the Clean Water Act, have the potential to adversely affect the quality of drinking water sources) and could be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal official plans, planning decisions, and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.	Comment acknowledged. The Project Team has factored in the Clean Water Act, 2006 and source protection requirements. The Source Protection Information Atlas was consulted and reviewed as part of the Groundwater Protection and Well Monitoring Plan, provided to MECP for review on March 24, 2023. In addition, AECOM acknowledges that considerations shall continue to be taken in subsequent design phases to protect sensitive hydrologic features for systems not addressed in source protection plans.	No
3.	N/A	For more information on the CWA, source protection areas and plans, including specific information on the vulnerable areas and drinking water risks, please refer to Conservation Ontario's website where you will also find links to the local source protection plans and assessment reports. A list of the prescribed drinking water risks can be found in section 1.1 of Ontario Regulation 287/07 made under the Clean Water Act, 2006. In addition to prescribed drinking water risks, some source protection plans may include policies to address additional "local" risk activities, as approved by the MECP.	Comment acknowledged. The Project Team has factored in the Clean Water Act, 2006 and source protection requirements. The Source Protection Information Atlas was consulted and reviewed as part of the Groundwater Protection and Well Monitoring Plan, provided to MECP for review on March 24, 2023.	No
4.	N/A	The Bradford Bypass is a proposed 16.3 kilometre highway that will extend from Highway 400 between 8th Line and 9th Line in Bradford West Gwillimbury to Highway 404 between Queensville Sideroad and Holborn Road in East Gwillimbury (see Map 1 below). The proposed highway is planned to be situated mainly within the Lake Simcoe and Couchiching/Black River Source Protection Area with a very small portion of the western extent of the highway to be situated within the Nottawasaga Valley Source Protection Area. The Bradford Bypass project would therefore be subject to the applicable policies of the approved South Georgian Bay Lake Simcoe (SGBLS) Source Protection Plan (SPP).	The Project Team acknowledges policies of the South Georgian Bay Lake Simcoe Source Protection Plan may apply to the Project. , The South Georgian Bay Lake Simcoe Source Protection Authority shall be consulted in subsequent phases of the project to determine whether an activity related to the construction, operation, or maintenance of the project may be a threat to sources of drinking water threat as per the Clean Water Act, 2006.	Yes – include commitment in the stormwater section and commitments table of EIA
5.	N/A	According to the description and mapping within the Draft Bradford Bypass EIA Report, the study area that encompasses the updated	Comment acknowledged.	No

Comment #	Section #	Ministry of the Environment, Conservation and Parks Comments	Project Team Response	Edits Required to EIAR? (Yes/No)
		<p>technically preferred route of the Bradford Bypass intersects with several drinking water source protection vulnerable areas (see Map 2 below). These vulnerable areas include: WHPA-A with a vulnerability score of 10, WHPA-B with a vulnerability score of 6, WHPA-C with a vulnerability scores of 2 and 4, WHPA-D with a vulnerability score of 2, IPZ-3 with a vulnerability score of 5.59, HVA with a vulnerability score of 6, SGRA, WHPA-Q1 and WHPA-Q2 with moderate stress.</p> <p>Given that parts of the study area of the updated technically preferred route of the Bradford Bypass are located within some high scoring vulnerable areas, there may be certain activities associated with the construction, operation, and maintenance of the proposed Bradford Bypass that may pose a significant drinking water risk to the drinking water source. The activities associated with the Bradford Bypass may also pose moderate/low risks to the drinking water source. In addition, within HVAs there may be other kinds of drinking water systems present that are not explicitly addressed by the source protection plan and the proponent should take these into consideration. EA projects should protect sensitive hydrologic features including current or future sources of drinking water not explicitly addressed in source protection plans, such as private systems – individual or clusters, and designated facilities within the meaning of O. Reg. 170/03 under the Safe Drinking Water Act – i.e., camps, schools, health care facilities, seasonal users, etc.</p>	<p>The locations of well head protection areas have been considered as part of the stormwater design and potential impacts and proposed mitigation measures and monitoring requirements related to groundwater and hydrogeology are documented in Section 5.1.4 of the Environmental Impact Assessment. Specifically regarding impacts to drinking water, proposed mitigation measures and monitoring requirements are documented in GW-10.0 in Table 5-26.</p> <p>In addition, AECOM acknowledges that protection of sensitive hydrologic features for systems not addressed in source protection plans will continue to require consideration during future phases of work for the Project.</p>	
6.	N/A	<p>In the draft Bradford Bypass EIA Report, we note that the proponent discusses source water protection-related matters in a number of sections which outline the impacts (e.g., stormwater runoff, road salt, spills, discharge of effluent from dewatering operations) and mitigation measures for groundwater quality that may stem from the construction and operation of the bypass. However, the EIA report does not adequately discuss the risks to water quantity seeing that that study area is within a delineated vulnerable area for water quantity (i.e., WHPA-Q1 and WHPA-Q2) with moderate stress. Therefore, the proponent should take the two source protection water quantity threats, namely an activity that reduces recharge of an aquifer and an activity that takes water from an aquifer or surface water body without returning the water taken to the same aquifer or water body, into consideration as they continue to assess the environmental impacts of the bypass.</p>	<p>Comment acknowledged. Impacts to water quantity and proposed mitigation measures are discussed in Section 5.1.3 of the Updated Draft EIAR. Quantity control shall be provided to some extent with the use of permanent flow check dams to be located along the swales. These elements of the design and the assessment of source protection quantity threats shall be reviewed in greater detail during future phases of work for the Project.</p>	No
7.	N/A	<p>While the report does identify source protection vulnerable areas and potential impacts to them, it does not fully acknowledge that applicable policies of the approved SGBLS SPP may also need to be implemented, above and beyond the mitigation measures, to address the risks to sources of drinking water source that stem from the construction, operation, and maintenance of the Bradford Bypass.</p>	<p>The Project Team acknowledges policies of the South Georgian Bay Lake Simcoe Source Protection Plan may apply to the Project. In addition, AECOM acknowledges that protection of sensitive hydrologic features for systems not addressed in source protection plans will continue to require consideration during future phases of work for the Project.</p>	Yes – include commitment in the stormwater section and commitments table of EIAR

Comment #	Section #	Ministry of the Environment, Conservation and Parks Comments	Project Team Response	Edits Required to EIA? (Yes/No)
			Additionally, the South Georgian Bay Lake Simcoe Source Protection Authority shall be consulted to determine whether an activity related to the construction, operation, or maintenance of the project may be a threat to sources of drinking water threat as per the Clean Water Act, 2006.	
8.	N/A	<p>As a result of several overlapping source protection vulnerable areas that intersect with the study area of this undertaking, there may be at least 27 policies in the SGBLS SPP that potentially apply to address the risks to both water quality and water quantity. The proponent should be aware of these policies and consider them before project development. These policies include (but not necessarily limited to):</p> <ul style="list-style-type: none"> • SEWG(a)-1: Existing and future stormwater management approvals • SEWG(a)-2: Stormwater management research • PEST(App)-1: Existing and future application of pesticides to land • PEST(H&S)-2: Future handling and storage of pesticides • SALT(App)-1: Existing and future application of road salt • SALT(App)-2: Salt application research • SALT(H&S)-2: Future handling and storage of road salt • SNOW-2: Future storage of snow • FUEL-2: Future handling and storage of fuel • FUEL-3: Inspection reports on private fuel outlets • DNAPL-2: Future handling and storage of DNAPLs • DNAPL-3: Research into DNAPL alternatives • SOLV-2: Future handling and storage of organic solvents • DEMD-1: Future water taking from an aquifer • DEMD-2: Development of municipal water management plan • DEMD-3: Development of municipal water conservation plan • RLU-1: Restricted land use • LUP-1: Future prohibition of certain land use activities • LUP-2: Site plan control for the application of road salt • LUP-3: Design of new stormwater management facilities to reduce the risk of contaminating drinking water • LUP-11: Protection of significant groundwater recharge areas from incompatible development or site alteration that may reduce the recharge of an aquifer within WHPA-Q2 • LUP-12: Submission of a hydrogeological study that the existing water balance can be maintained through the use of best management practices such as low impact development 	<p>The Project Team acknowledges policies of the South Georgian Bay Lake Simcoe Source Protection Plan may apply to the Project. In addition, AECOM acknowledges that protection of sensitive hydrologic features for systems not addressed in source protection plans will continue to require consideration during future phases of work for the Project.</p> <p>Additionally, the South Georgian Bay Lake Simcoe Source Protection Authority shall be consulted to determine whether an activity related to the construction, operation, or maintenance of the project may be a threat to sources of drinking water threat as per the Clean Water Act, 2006.</p>	No

Comment #	Section #	Ministry of the Environment, Conservation and Parks Comments	Project Team Response	Edits Required to EIA? (Yes/No)
		<ul style="list-style-type: none"> EDU-1: Education and outreach program to target those applying pesticides EDU-2: Education and outreach program to target those handling or storing fuel, DNAPLs, and organic solvents EDU-3: Education and outreach program to target those municipalities and the salt application industry, applying, handling and storing road salt and snow EDU-4: Education and outreach programs focusing on water conservation in areas where taking water from an aquifer without returning the water to the same aquifer EDU-11: Road signage to identify the locations of wellhead protection areas and intake protection zones 		
9.	N/A	<p>The proponent is advised to consult with the local source protection authority if they have not already done so. The South Georgian Bay Lake Simcoe Source Protection Authority can provide assistance in determining whether an activity associated with the construction, operation, or maintenance of the project may be a risk to sources of drinking water as per the Clean Water Act, 2006. The Source Protection Authority may also be able to confirm how the policies in the source protection plan apply.</p> <p>Please note, even if the project activities in a vulnerable area are deemed not to pose a risk to sources of drinking water, there may be other policies that apply and so consultation with the local source protection authority is important.</p>	A commitment to consult with the South Georgian Bay Lake Simcoe Source Protection Authority during all future phases of work for the Project will be included in the Final EIA.	Yes – include commitment in the stormwater section and commitments table of EIA
Ministry of the Environment, Conservation and Parks – Draft Environmental Impact Assessment Reports – Groundwater Cover Letter				
1.	N/A	<p>As requested, I have completed a groundwater related review of the following documents submitted in support of Section 20 of the Environmental Assessment Act, O.Reg. 697/21, Bradford Bypass Project:</p> <ul style="list-style-type: none"> "Draft Environmental Impact Assessment Report, Highway 400 – Highway 404 Link (Bradford Bypass)". Prepared for Ontario Ministry of Transportation. Prepared by AECOM Canada Ltd., and dated June 1, 2023 (Draft EIA Report) "Hydrogeological Data Report, Highway 400 – Highway 404 Link (Bradford Bypass)". Prepared for Ontario Ministry of Transportation. Prepared by AECOM Canada Ltd., and dated June 19, 2023 "Water Well Survey Report, Highway 400 – Highway 404 Link (Bradford Bypass)". Prepared for Ontario Ministry of Transportation. Prepared by AECOM Canada Ltd., and dated June 19, 2023 	Comment noted.	No

Comment #	Section #	Ministry of the Environment, Conservation and Parks Comments	Project Team Response	Edits Required to EIA? (Yes/No)
		<ul style="list-style-type: none"> • "Final Waste and Excess Material Management Plan, Highway 400 – Highway 404 Link (Bradford Bypass)". Prepared for Ontario Ministry of Transportation. Prepared by AECOM Canada Ltd., and dated June 19, 2023 • "Contamination Overview Study – FINAL, Highway 400 – Highway 404 Link (Bradford Bypass)". Prepared for Ontario Ministry of Transportation. Prepared by AECOM Canada Ltd., and dated February 2020 		
2.	N/A	The Bradford Bypass is a new 16.3 km freeway that will extend from Hwy 400 between 8th Line and 9th Line in Bradford West Gwillimbury (County of Simcoe) and connect to Hwy 404 between Queensville Sideroad and Holborn Road in East Gwillimbury (Regional Municipality of York). A previous individual environmental assessment for the Bradford Bypass project was approved on August 28, 2002. As a condition of this approval, the design and construction of the highway were still subject to the Ministry of Transportation Class EA. On October 7, 2021, Ontario Regulation 697/21: Bradford Bypass Project (O.Reg. 697/21) came into effect to exempt the Project from the requirements of the Environmental Assessment Act. The regulation sets a streamlined assessment process going forward and for continued environmental protection and consultations for the Bradford Bypass Based Project and associated Early Works.	Comment noted.	No
3.	N/A	The 2023 Draft EIA Report is intended to document the evaluation of alternatives considered for this project; present the updated Technically Preferred Route and document the environmental impacts, proposed mitigation measures and environmental commitments.	Comment noted.	No
4.	N/A	Table 5-26 of the 2023 Draft EIA Report contains a comprehensive overview of groundwater related environmental impacts and proposed monitoring and mitigation measures to address the identified groundwater impacts, including those identified as part of the 2002 EA. The EIA notes that the key activities related to the construction and operation of the proposed Bradford Bypass that may impact groundwater quality and quantity are bridge construction, soil removal, high fill placement, excavations and deep highway cuts, spills and road salt spreading. The majority of potential impacts to groundwater are associated with the short-term construction phase of the project. The potential long-term impacts are the permanent lowering of water levels which may impact private water wells, surface water features and impacts to water quality due to road salting and/or spills.	Comment noted.	No
5.	N/A	To date, the proponent has completed the following groundwater related work: <ol style="list-style-type: none"> 1. Preliminary geotechnical and hydrogeologic study of the Study Area. 	Comment noted.	No

Comment #	Section #	Ministry of the Environment, Conservation and Parks Comments	Project Team Response	Edits Required to EIA? (Yes/No)
		<p>2. Preliminary baseline groundwater level monitoring and groundwater quality sampling of accessible monitoring wells and private wells to establish baseline conditions.</p> <p>3. A desk-top MECP Water Well Information System (WWIS) water well and groundwater use survey, along with mail out and in-person door-to-door well user survey within a 500m radius of the proposed route alignment. Seventeen (17) property owners responded to the mailed survey and participated in a pre-construction survey. Area water supply wells rely on either a shallow or deep overburden aquifer or the bedrock aquifer. Approximately 40% of the respondents' wells rely on the shallow aquifer, 40% on the deep overburden aquifer and about 15% on the weathered shale/limestone aquifer.</p> <p>4. Assessment of Source Protection Information Atlas and identified areas of groundwater susceptibility such as Highly Vulnerable Aquifer (HVA) and Significant Groundwater Recharge Area (SGRA).</p> <p>5. Contamination Overview Study within approximately 500m radius of proposed route and identified and rated (high, medium or low) actual or potential contaminated sites. A high-level assessment of potential contamination within the Study Area was completed in 2002. Additional work was recently completed to identify properties along the proposed route with existing or potential contamination, waste, and excess materials based on current and former land uses. The potential for contamination of these properties was categorized as having a low, medium, or high potential. Field sampling or a site reconnaissance/windshield-level survey were not completed as part of this contamination overview. The assessment was completed by reviewing available information from the city, Technical Standards and Safety Authority (TSSA), ERIS Report of databases including the ministry's water well records and Certificates of Approval etc., air photos and available mapping. Among the results: twenty-nine (29) properties were identified as having a high-risk potential for environmental contamination and fourteen (14) properties/facilities were identified as medium risk. In addition, six (6) significant spill locations were identified as having a high potential to impact the soil and groundwater quality within the area. The proposed route was also noted to intercept four (4) properties/facilities identified as having high potential for contamination and three (3) properties as having medium potential for contamination.</p> <p>6. Preliminary assessment of source dewatering locations, daily volumes and excavation depths and identified potential impacts of</p>		

Comment #	Section #	Ministry of the Environment, Conservation and Parks Comments	Project Team Response	Edits Required to EIA? (Yes/No)
		construction dewatering on groundwater and surface water resources. Indicated that dewatering would be required due to subsurface conditions (presence of groundwater sensitive areas, shallow groundwater table and groundwater discharge areas) and to the general surficial nature of road construction.		
6.	N/A	The MECP acknowledges that previous (April 11, 2023) comments by the MECP on the Groundwater Protection and Well Monitoring Plan have been incorporated into Table 5-26 of the Draft EIA Report. Specifically, the baseline groundwater quality sampling program was updated to include hydrocarbon sampling and the installation of electronic water level dataloggers in both monitoring wells and residential wells during Detail Design.	Comment noted.	No
Groundwater Comments on the Draft Environmental Impact Assessment Report				
1.	N/A	<p>The MECP also strongly supports the proponent's commitments to undertake the following:</p> <ol style="list-style-type: none"> 1. Complete additional environmental studies / investigations such as Phase One Environmental Site Assessments (ESAs) and Phase Two ESAs of the identified high and medium risk properties to determine the presence and extent of contamination during Detail Design. 2. Complete detailed assessment (i.e., zone of influence) of potential impacts on groundwater and surface water resources during Detail Design. 3. Complete a Construction Dewatering Plan (Water Discharge/Management); an Erosion and Sediment Control Plan; and a Groundwater Quality Monitoring Program during Detail Design. 4. Complete follow-up contact with private well owners via mail, email, phone calls, in-person site visit to determine existing water quality and quantity at each property. The MECP strongly supports the recommended follow-up door-to-door well survey as part of Detail Design to identify all such wells prior to construction and ensuring that affected well owners will continue to have water supplies of appropriate quality and in adequate quantity, and to ensure that any work done on affected wells or any replacement wells is done pursuant to Ontario Regulation 903, Wells (pursuant to the Ontario Water Resources Act). 5. Assess the pre-construction groundwater quality and water level monitoring during Detail Design and modify accordingly for continued monitoring during construction and post-construction. It was noted that seventeen (17) monitoring wells were installed and monitored, however, additional monitors may be required and will be further assessed as part of Detail Design. 	Comment noted.	No

Comment #	Section #	Ministry of the Environment, Conservation and Parks Comments	Project Team Response	Edits Required to EIAR? (Yes/No)
		6. Complete an Environmental Management Plan (EMP) during Detail Design. The EMP should include, but not be limited to, plans for encountering highly productive zones, dewatering interferences with surface water and groundwater users, and groundwater and surface water monitoring plans.		
2.	N/A	Based on the available information, it is my opinion that the Draft Environmental Impact Assessment Report and associated studies contained an appropriate level of detail to document the general hydrogeologic setting of the study area and groundwater related environmental impacts, described proposed mitigation measures and environmental commitments to address the identified groundwater related impacts as per the ministry's guidelines and O.Reg. 697/21. The MECP strongly supports the proponents' commitment to complete the above noted additional environmental studies/investigations during Detail Design.	Comment noted.	
3.	N/A	In the event a Permit to Take Water will be required for construction dewatering, additional work will be completed during Detail Design to better assess potential impacts resulting from dewatering and discharge and/or construction related activities such as bridge construction. To expedite the construction process, the proponent should consider initiating a pre-consultation with MECP hydrogeologists regarding the PTTW during Detail Design. As such, the MECP will likely be further involved during the Detail Design through the PTTW application process.	Comment noted. As discussed in Section 5.1.4.1.4 of the EIAR, where expected construction dewatering volumes that exceed 400,000 L/day, a Permit To Take Water (Category 3) will be required from Ministry of the Environment, Conservation and Parks in accordance with Section 34 of the Ontario Water Resources Act (RSO, 1990). Permitting requirements will be determined during the subsequent Detail Design phase. Similar to other Ministry projects, and as noted in Table 7-6 of the EIAR, the Project Team will submit a permit pre-consultation to MECP if a PTTW is determined to be required.	No
4.	N/A	The following recommendation is offered for the proponent's consideration: It is noted that Table 5-26 of the Draft EIA Report has two duplicate sections which are redundant. The issues and mitigation measures described in Sections GW-1.00, GW-2.00, GW-3.00, GW-4.00 and GW-5.00 are identical to Sections HYDRO-1.00, HYDRO-2.00, HYDRO-3.00, HYDRO-4.00 and HYDRO-5.00. It is recommended the previously noted sections of GW and HYDRO of Table 5-26 be combined into one.	Comment acknowledged. The Project Team has included these requirements in two locations and under the different disciplines of Hydrogeology and Groundwater deliberately. Given the sensitive nature of the Study Area and the heightened interest in the groundwater and hydrogeology areas of assessment from a number of stakeholders, the Project Team wanted to ensure that requirements during future phases of work were clearly described and nothing appeared to have been omitted/missed.	No
Species at Risk Comments on the Draft Environmental Impact Assessment Report				
1.	Section 2	Include the Red-headed Woodpecker in Table 2-2 for consideration.	Table 2-2 lists the Species at Risk (Threatened or Endangered) that were determined to have high or medium potential to occur within the Study Area based on candidate habitat presence within the Study Area.	No

Comment #	Section #	Ministry of the Environment, Conservation and Parks Comments	Project Team Response	Edits Required to EIA? (Yes/No)
			<p>The Red-headed Woodpecker was identified in the Terrestrial Ecosystems Existing Conditions and Impact Assessment Report (AECOM, 2023) as a record of Species at Risk within the vicinity of the Study Area, however no observations were made during field investigations and the presence or absence of this species could not be confirmed at this time.</p> <p>Additional investigations will be completed during future phases of work to confirm and /or update the analysis of Species-at-Risk documented during this Preliminary Design study.</p>	
Ministry of the Environment, Conservation and Parks – Draft Environmental Impact Assessment Report – Surface Water Cover Letter				
1.	N/A	Note that previously (March 2023), I have reviewed and commented on a draft Stormwater Management (SWM) Plan for the Bradford Bypass County Road 4 Early Works that was prepared by AECOM.	Comment noted. The County Road 4 Early Works Final Stormwater Management Plan was updated based on the comments provided by MECP, and posted on the Project Website on March 21, 2022.	No
2.	N/A	The Bradford Bypass is a new 16.3 km freeway that will extend from Hwy 400 between 8 th Line and 9 th Line in Bradford West Gwillimbury (County of Simcoe) and connect to Hwy 404 between Queensville Sideroad and Holborn Road in East Gwillimbury (Regional Municipality of York). A previous individual environmental assessment for the Bradford Bypass project was approved on August 28, 2002. As a condition of this approval, the design and construction of the highway were still subject to the Ministry of Transportation Class EA. On October 7, 2021, Ontario Regulation 697/21: Bradford Bypass Project (O.Reg. 697/21) came into effect to exempt the Project from the requirements of the Environmental Assessment Act. The regulation sets a streamlined assessment process going forward and for continued environmental protection and consultations for the Bradford Bypass Based Project and associated Early Works.	Comment noted.	No
3.	N/A	<p>It is understood that the report is prepared to comply with the provisions of the Ontario Regulation 697/21. The main purpose of this Stormwater Management Plan is to document the Stormwater Management (SWM) strategy that is proposed for the Bradford Bypass Project and ensure it addresses the SWM Requirements outlined on the Ontario Regulation 697/21.</p> <p>From surface perspectives, the study area falls into four watersheds: the west limits of the study area, including Highway 400, falls within the Penville Creek sub-watershed (Innisfil Creek watershed) and is under the jurisdiction of the Nottawasaga Valley Conservation Authority (NVCA); the main study area falls within the Holland River and Holland East Branch watersheds; and a small portion of the area on the east of</p>	Comment noted.	No

Comment #	Section #	Ministry of the Environment, Conservation and Parks Comments	Project Team Response	Edits Required to EIA? (Yes/No)
		Highway 404 falls within Maskinonge River watershed. Holland River and Maskinonge River are within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA).		
4.	N/A	Based on the information provided, the project would involve fifty-one (51) crossings across thirty-four (34) watercourses. All of the crossings that contain fish habitat in the Holland River/Holland East Branch watersheds and the Maskinonge watershed support warmwater fish communities. Only the crossings in the Innisfil Creek watershed support cool-water fish communities. In addition to the river crossings, the project will also require some river channel realignments. The surface water features identified in the study area also includes both evaluated Provincially Significant Wetlands (PSW) and unevaluated wetlands located along the Holland River and other watercourses. No critical aquatic habitat (SARA) was identified in the study area.	Comment noted.	No
Surface Water Comments on the Draft Environmental Impact Assessment Report				
1.	N/A	In my opinion, the draft EA report has adequately identified potential impacts from the project on surface water features, along with commitments and mitigation measures/common practices recommended to address the impact identified. Recommendations and considerations for specific river crossing have been provided based on the fluvial geomorphology assessment. Erosion and sediment control risk assessment is completed for each section/polygon of the construction site. The recommended mitigation measures and common practices will be mainly completed based on Best Management Practices in the MTO's erosion and sedimentation overview risk assessment guide and Ontario Provincial Standard Specifications (OPSS) for erosion and sediment control during construction. In-water work is to be implemented following the Ministry of Transportation's Best Management Practices Manual for Fisheries. For culvert replacements with no applicable Best Management Practices available, the works will be carried forward for a full impact assessment. Potential impact on fish habitat has been identified for both land-based activities and in-water activities with commitments/mitigation measures provided.	Comment noted.	No
2.	N/A	River channel realignment will be designed in accordance with natural channel design principles and will follow conservation authority guidelines. For works that may result in a Harmful Alteration, Disruption or Destruction of fish habitat, a request for review from DFO will be needed during Detail Design. In terms of potential road salt impact on local surface and groundwater receivers, the report states that MTO's salt management plan will be implemented which contains best management practices to facilitate the optimal rate, timing, and location of salt application to meet the objectives of environment Canada's code of practice for environmental management of road salts.	Comment noted.	No

Comment #	Section #	Ministry of the Environment, Conservation and Parks Comments	Project Team Response	Edits Required to EIA? (Yes/No)
3.	N/A	It is also noted that the 2002 approved Environmental Assessment identified several proposed mitigation and commitments to future work for the project. Table 5-25 of the report has summarized and described the status of the approved Environmental Assessment commitments.	Comment noted.	No
4.	N/A	<p>As these MTO guidelines and OPSS are well developed/recognized standard practices, I have no concerns with the application of the selected standard mitigation practices in this project. It is understood that the recommended mitigation measures and erosion controls will be further confirmed and finalized during the detailed design. The following additional comments are provided for consideration by the proponent:</p> <ol style="list-style-type: none"> 1. It is recommended that a more site-specific mitigation and erosion and sediment control implementation plan be prepared, based on the report identified MTO' guidelines/plans, Ontario Provincial Standard Specifications (OPSS), Best Management Practices and recommended mitigation measures/considerations, during the detailed design stage to mitigate or minimize any potential adverse impact from the project on surface water features. 2. It is recommended that a detailed environmental monitoring plan be developed during the detailed design stage and be implemented during the construction. Such a monitoring plan should be an essential complement to the proposed mitigation measures including the erosion and sediment control plan to determine whether the proposed mitigation is implemented as required and whether the proposed mitigation measures are sufficient and effective to address impacts on the surface water features identified. 3. In terms of requirement for Permit to Take Water (PTTW) for the construction dewatering, please be advised that guideline documents and the Permit to Take Water application package can be downloaded directly from the MECP website. If the construction includes the discharge of any collected water from the dewatering activities into surface water features, or a stormwater sewer that directly discharges into surface water features, appropriate treatment and control/mitigation measures shall be provided to ensure that the proposed discharge will not result in any undesirable impact on the receiving waters. Dewatering and discharge plans will be reviewed further during the PTTW application process when all the detailed information, including the dewatering and discharge plan, as well as the monitoring, contingency and erosion and sediment control plans for the proposed construction dewatering activities, becomes available. 	<ol style="list-style-type: none"> 1. As noted in ESC-1.05 of Table 5-26 in the EIA, an Erosion and Sediment Control Plan will be designed and implemented during subsequent phases of the project. 2. Consistent with Condition 13 (MECP Conditions of Approval issued in relation to the 2002 Approved EA), and as noted in Table 5-24 of the EIA, the Ministry will develop a compliance monitoring plan during the subsequent Detail Design phase of the project. 3. Comment noted. As discussed in Section 5.1.4.1.4 of the EIA, where expected construction dewatering volumes that exceed 400,000 L/day, a Permit To Take Water (Category 3) will be required from Ministry of the Environment, Conservation and Parks in accordance with Section 34 of the Ontario Water Resources Act (RSO, 1990). Permitting requirements will be determined during the subsequent Detail Design phase. 4. Comment noted. The Reference List will be reviewed and revised as required in the Final EIA. 	Yes – review and revise reference list as required

Comment #	Section #	Ministry of the Environment, Conservation and Parks Comments	Project Team Response	Edits Required to EIA? (Yes/No)
		4. The report reference list should include all MTO's guideline documents cited in the text of this EA report.		
Comments on the Draft Noise Impact Assessment Report				
1.	Section 4.1	TNM 2.5 was used in the noise predictions. This software was superseded by a newer version (TNM 3.1). Therefore, the noise predictions should be re-calculated using the newer version TNM 3.1.	<p>The Project Team acknowledges that a newer versions of the noise modelling software TNM exist (TNM 3.0 and 3.1)</p> <p>The use of TNM 2.5 is consistent with the Environmental Guide for Noise (MTO, 2022).</p> <p>In addition, TNM 2.5 has not been superseded by TNM 3.0 or 3.1. The United States Federal Highways Administration (FHWA) provides the prediction model software; FHWA currently authorizes TNM 2.5 and requires its use on Federal projects in the United States.</p> <p>The Project Team did perform a conformance calculation which was appended in the Draft Noise Impact Assessment Report. The calculation demonstrated that the results of TNM 2.5 and TNM 3.1 would be comparable within this project.</p> <p>Furthermore, use of TNM 3.0 or later introduces practical risks, as the program is prone to glitches and crashing.</p>	No
2.	Section 2.1.1.1	<p>Minimum background noise levels for day assessments in Section 2.1.1.1 are listed as follows: Class 1: 50 dBA Class 2: 45 dBA Class 3: 40 dBA.</p> <p>These levels should be changed to: Class 1: 55 dBA (day) / 50 dBA (night) Class 2: 50 dBA (day) / 45 dBA (night) Class 3: 45 dBA (day) / 40 dBA (night)</p> <p>The first group of minimum background noise levels pertains to stationary sources while the second group of minimum background noise levels pertains to transportation sources. This project involves transportation sources (no stationary sources are involved).</p>	We have used the lower noise level limits consistent with the Environmental Guide for Noise (MTO, 2022) and as the basis for completing the most conservative approach to understanding potential noise impacts.	No
3.	Throughout	<p>In the following tables:</p> <p>4.2, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9, 5.10, 5.11, 5.12, 5.13, 5.14, 5.15, 5.16, 5.17, 5.18, 5.19, 5.20, 5.21, 5.22, 5.23, 5.24, 5.25, 5.26, 5.27 and 5.28;</p> <p>the predicted LEQ levels (dBA) were based on 24 hours, i.e.(LEQ 24). The assessment should be based on 16 hours relating to the following</p>	<p>The use of Leq8 (night) and Plane of Window are described in NPC-300 part C for land use planning authorities, whereas the use of Leq24 and Outdoor Living Area (OLA) are consistent with the Environmental Guide for Noise (MTO, 2022).</p> <p>The point of assessment was the OLA in accordance with the MTO Environmental Guide for Noise (MTO, 2022), and</p>	No

Comment #	Section #	Ministry of the Environment, Conservation and Parks Comments	Project Team Response	Edits Required to EIA? (Yes/No)
		times: 7:00 am to 11:00 pm, i.e.(LEQ 16) at the Outdoor Living Area (OLA). As well as on 8 hours relating to the following times: 11:00 pm to 7:00 am (i.e. LEQ 8) at the Plane of Window (POW). Therefore, all the above listed tables should be adjusted to list LEQ 16 day / LEQ 8 night (not LEQ 24).	<p>standard practices previously approved by MECP for assessment of roadway improvements/capital works EAs.</p> <p>Per the MTO Environmental Guide for Noise, traffic volumes for freeways are to be based on 24-hour volumes. The resulting descriptor is LEQ_{24}.</p>	

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October 18, 2023

Mayor [REDACTED]
Town of Bradford West Gwillimbury

Dear Mayor [REDACTED],

The ministry has completed the review of the proposed interchange configuration at 10th Sideroad as committed to in our letter dated June 12, 2023, in response to the May 16, 2023, Council Resolution.

The review consisted of generating a new interchange design that would meet the overall intent of the residents' specific comments. A comparative analysis was then conducted between this new design alternative and the current proposed design based on several factors and criteria such as highway requirements, traffic, property impact and safety etc. Through the review, the Project Team concluded that the current proposed Parclo A4 design will continue to be recommended as it best optimizes traffic operations while maintaining a smaller overall footprint.

The main summary of the concluding points for the review are as follows:

- The current proposed design offers nearly 50% additional traffic capacity and the new alternative (Diamond-Parclo A4 hybrid) provides only 25% according to the traffic volumes that were projected for the 2041 planning horizon. Based on this, the current proposed design would be best suited to accommodate the increased traffic demand that will come with the increase in population over the next 30 years.
- The new alternative (Diamond-Parclo A4 hybrid) will increase the overall net property impact, with much of this directly impacting Henderson Park. The Project Team acknowledges the Town of Bradford West Gwillimbury's plan to expand the park for the community, therefore minimizing the park property impact was one of the Project Team's key design considerations.

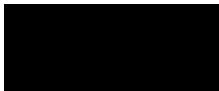
.../2

- For the next phase of the design, the ministry is committed to explore the possibility of providing berms and/or vegetation to further create natural separation between the ministry's right-of-way and the adjacent residential street.

The overall analysis was presented to Town of Bradford West Gwillimbury staff on July 26, 2023, to seek additional feedback. A summary of this meeting along with the detailed memorandum that was completed to support the conclusion has been included in this response package.

As a next step, the ministry plans to meet with residents in the 10th Sideroad area who requested a meeting to discuss potential property impacts.

Thank you for bringing these concerns to our attention. If you have any further questions, please contact me.



Wan Chi Ma, P.Eng.
Senior Project Manager

Enclosures

- c. Geoff McKnight, Chief Administrative Officer

Site Address: [REDACTED]	Date: September 1, 2023	LSRCA File #: [REDACTED]	Municipal Ref #: [REDACTED]
Application Type: Environmental Assessment	APID: [REDACTED]	Submission #: First	Municipality: East Gwillimbury

*These comments are high level as the Draft Drainage, Hydraulics and SWM Report does not contain all the expected detailed design information, calculations, drawings, etc. for the bridges, ponds, culverts, or swales.

Documents Reviewed:

- **Report:** AECOM, "Draft Drainage, Hydraulics and Stormwater Management (SWM) Report", July 20, 2023
- **Appendix A to L**

Background Information:

- 16.3km
- Interim – 2 lane configuration (2 lanes in each direction)
- Ultimate – 4 lane configuration
- Holland River and Holland River East Branch
- Culverts are based on the 'MTO Highway Drainage Design Standards'
- Bridges design criteria are based on the 'MTO Highway Drainage Design Standards'
- Flat bottom grassed swales (15225m of flat bottom grassed swales are proposed on the south and north side of BBP)
- Enhanced grassed swales
- Wet Ponds – 9 ponds proposed to provide quantity and quality control for a drainage area of 130ha
- 24-hour SCS Type II rainfall event produced the highest peak flows
- 2-D Hec-Ras model developed
- The study area encompasses 19 bridges, 13 new culverts, 63 non-structural culverts, and 2 culvert extensions, 1 culvert under Metrolinx tracks to be relocated.

Comment #	Item	Section	Page #	1 st LSRCA Comments (01-SEPT-2023)	1 st Applicant Response on Date	2 nd LSRCA Comments on Date	2 nd Applicant Response on Date
E1.		Section 2.1		<p>Culverts (with drainage areas of less than 125ha):</p> <p>If the upstream drainage area is less than 125Ha than LSRCA does not regulate for flood hazard (floodplain) in these locations. From LSRCA's perspective only safe conveyance needs to be demonstrated PLUS no impact to erosion.</p> <p>Ideally, the culvert should be open-bottom or embedded.</p>	In total, sixty-four (64) culverts have drainage areas less than 125ha. Of these, fifty-two (52) culverts are within LSRCA jurisdiction. Safe conveyance and erosion impacts have been evaluated as part of the Drainage, Hydraulic and Stormwater Management Report (AECOM, 2023), and culvert type and impacts will be re-assessed and confirmed during subsequent phases of the project.		
E2.		Section 2.1		<p>Culverts (with drainage areas of greater than 125ha):</p>	In total, eight (8) culverts have drainage areas greater than 125ha within the Study Area. Of		

Comment #	Item	Section	Page #	1 st LSRCA Comments (01-SEPT-2023)	1 st Applicant Response on Date	2 nd LSRCA Comments on Date	2 nd Applicant Response on Date
				If the upstream drainage area is greater than 125Ha than LSRCA does regulate for flood hazard (floodplain) in these locations. There will be a need to demonstrate with supporting information that the proposed culvert will not negatively impact flooding or erosion.	these, five (5) culverts are within LSRCA jurisdiction. In addition, the Holland River HEC-RAS model does not include the locations where the five culverts are located. Consultation with LSRCA will continue throughout subsequent phases of the project regarding available data (i.e., water levels, flow velocities, etc.) at the proposed culvert locations and to identify any adverse impact in terms of flooding and erosion potential at culverts with drainage areas greater than 125ha.		
E3.		Section 2.5		Bridge Crossings – Holland River & Holland River East Minimal Submission Requirements: Ideally LSRCA would appreciate the minimum requirement for submissions including hydraulic modelling and analysis as outlined in appendix I, section 10.0 of LSRCA's April 2022 Technical guidelines.	A digital copy of the preliminary HEC-RAS hydraulic model is provided via email to LSRCA. The model covers the two major crossings within the proposed highway alignment. Details about the model parameters are included in the DRAFT Drainage, Hydraulic and Stormwater Management (SWM) Report (AECOM, 2023). Other parameters are included directly in the model. At this Preliminary Design stage of the project, there was no calibration or validation of the model, as the project is a proposed new highway alignment so there is no reference data to calibrate the model. Available data for the existing condition can be obtained from a 1D model developed by LSRCA, however, this model only covers the Holland River East Branch and therefore cannot be compared directly with the 2D HEC-RAS model.		
E4.		Section 2.5		Bridge Crossings – Holland River & Holland River East Flood and Erosion: It will need to be demonstrated through supporting models, resultant tables, maps, etc. (as outlined in appendix I, section 10.0 of LSRCA's April 2022 technical guidelines) that the proposed	The proposed structures at the Holland River and Holland River East Branch have proposed spans of 550 m and 750 m, respectively. For this assessment, the hydraulic model provided preliminary results to understand general trends and potential impacts of these crossings on the surrounding area. The results and proposed mitigation measures (i.e., overflow culverts) are documented in Section 6.4 and Section 7 of the Drainage, Hydraulic and		

Comment #	Item	Section	Page #	1 st LSRCA Comments (01-SEPT-2023)	1 st Applicant Response on Date	2 nd LSRCA Comments on Date	2 nd Applicant Response on Date
				<p>bridges structures will not negatively impact flooding and erosion.</p> <p><u>Table 15</u>: “Summary of Water Elevations and Velocities for Proposed Condition at the BBP ROW” shows an increase in regional flood elevation of 0.11m between existing and proposed. Please clarify if this increase impacts private properties. Provide supporting documentation, calculations, maps, etc.</p>	<p>Stormwater Management Report (AECOM, 2023). Impacts to erosion will be assessed in greater detail during subsequent phases of the project.</p> <p>A change in water elevations of 0.11m is localized to the Holland River East Branch near the crossing. At this Preliminary Design stage of the project, it is not possible to determine if there will be impacts to private properties due to the hydraulic complexity of the river system, which depends on the water level management of Lake Simcoe. The hydraulic analysis will be refined in future design stages when additional information will be available.</p> <p>The 2D hydraulic model includes several simulations with different elevations at Lake Simcoe, which we found to have an impact in the resultant floodplain. Consultation with LSRCA with continue throughout subsequent phases of the project regarding impacts to the floodplain and proposed mitigation measures.</p>		
E5.		Section 2.5		<p>Bridge Crossings – Holland River & Holland River East</p> <p>Overbank Velocities / Erosion:</p> <p>Please provide a resultant table showing the existing and proposed overbank velocities, for the more frequent storm events. It must be demonstrated that there is no negative impact to erosion upstream or downstream of the proposed bridges. If there is, how will the velocities be mitigated.</p> <p>Please summarize the overbank velocities and findings in relationship to erosion.</p>	<p>A summary table with channel velocities is included for both river crossings (left bank, channel center line, right bank) in Table 9 of the Drainage, Hydrology and Stormwater Management Report (AECOM, 2023).</p> <p>Velocity changes are larger in the Holland River due to the size of the opening (500 m) and alignment of the channel. Smaller changes occur for higher frequency events (i.e., 2, 5, 10, 25-yr). Floods with larger return periods are less frequent and therefore have a lower impact on erosion potential.</p> <p>Changes in velocity for the Holland River East Branch are minimal due to the alignment of the channel and the proposed size of the bridge opening (750 m).</p>		

Comment #	Item	Section	Page #	1 st LSRCA Comments (01-SEPT-2023)	1 st Applicant Response on Date	2 nd LSRCA Comments on Date	2 nd Applicant Response on Date
					For both cases the maximum velocity at both crossings during the Regional event is 0.88 m/s for both channels.		
E6.				Digital Copy: Please submit the digital copy of the 2D hydraulic model for LSRCA's review and commenting.	A copy of the Digital Model is provided via email.		
E7.				Fill within the Floodplain: To preserve flood storage every attempt should be made to minimize the fill placed within the floodplain. Please consider minimizing the amount of 'fill' to be placed within the floodplain due to the construction of the bypass and its associated works (i.e., bridges, ditches, sloping, etc.). Ideally a compensation 'cut' should be performed to offset the 'fill' at every 0.3m increment (up to and including the Regulatory flood elevation). Please quantify the volume of 'fill' in m ³ to be placed within the floodplain.	Comment acknowledged. The information requested will be determined and provided to LSRCA in subsequent phases of the project.		
E8.				Detailed Design: Please consider circulating LSRCA staff the detailed design with all the supporting information (i.e., maps, calculations, design drawings, ESC measures, etc.) for all the bridges, culverts, ponds, and swales.	Comment noted. All the required supporting information shall be provided to LSRCA in the Detail Design phase of the project.		

Submission Resubmission Requirements:

1. A completed response matrix including detailed response outlining how each of the comments above have been addressed with reference to applicable reports and drawings.

2. The response matrix is to also include a summary of any additional changes to the design and/or analysis. This includes changes to reports, drawings, details, facility design and changes not identified in the detailed response to comments.
3. Reports and engineering drawings and details are to be signed and sealed by a Professional Engineer.
4. All submissions and reports are to include a digital copy of applicable models.
5. All submission and reports are to include applicable technical components which achieve the minimum requirements outlined in the Lake Simcoe Region Conservation Authority Technical Guidelines for Stormwater Management Submission, April 2022.

Important Notes and References:

1. Please contact the Lake Simcoe Region Conservation Authority (LSRCA) to scope any required Environmental Impact Study or Natural Heritage Evaluation.
2. The stormwater management submission is required to be prepared in accordance with LSRCA Technical Guidelines for Stormwater Management Submissions. [Technical-Guidelines-for-Stormwater-Management-Submissions April 2022](#)
3. Submissions are to be in accordance with the LSRCA Watershed Development Guidelines. [Ontario Regulation 179/06 Implementation Guidelines](#)
4. The hydrogeological analysis is required to be prepared in accordance with “Hydrological Assessment Submissions: Conservation Authority” Guidelines for Development Applications.” [Hydrogeological Guidelines - Hydrological Assessment 2013](#)
5. Where the LSPOP applies, submissions are to be in accordance with the LSPOP found here: [Watershed Phosphorus Offsetting Policy July 2021](#)
6. Low Impact Development Treatment Training tool can be found here: [LID Treatment Training Tool April 2018](#)
7. Lake Simcoe Region Conservation Authority Review Fees can be found here: [Planning Application and Permit-fees January 2022](#).
8. Please note that the review fees cover two rounds of reviews; third and subsequent submissions will be subject to additional fees per the fee schedule.

Comment	Report Section, Page	MCM Comment on Updated Draft EIAR	Project Team Response	Edits Required to EIAR? (Yes/No)
1	General Comment/Executive summary, page x 1.0 Introduction, Table 1-1: Preliminary Design and Project Specific Assessment of Environmental Impacts Activities, page 5	<p>The executive summary states that "additional archaeological assessments have been completed to finalize the impact assessments in accordance with Ontario Regulation 697/21". MCM's records show that the archaeological assessments are not complete.</p> <p>The Stage 2 archaeological assessment [REDACTED] was submitted to MCM on July 27, 2023 and is awaiting review. In our June 30, 2023, comments on the Draft EIAR, we recommended that an expedited review request be submitted for this assessment. Our records show that no expedited review request has been made. The Stage 2 archaeological assessment for additional properties added to the project location.</p> <p>At the time of these comments, most of the stage 3 archaeological assessments for this project have not been submitted to the ministry for review.</p> <p>MCM's role is to review archaeological assessments to ensure that they comply with the standards and guidelines that are issued by the Minister of Citizenship and Multiculturalism, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of MCM, a letter will be issued by the ministry stating that there are no further concerns about alterations to archaeological sites by the proposed development, and the report will be entered onto the Ontario Public Register of Archaeological Reports. An archaeological assessment is not considered complete until it has been entered onto the Ontario Public Register of Archaeological Reports.</p> <p>Archaeological concerns have not been fully addressed until reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that:</p> <ol style="list-style-type: none"> 1. the archaeological assessment of the project area is complete and 2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the Ontario Heritage Act) or that mitigation of impacts has been accomplished through excavation or an avoidance and protection strategy. <p>Approval authorities and proponents should wait to receive the MCM's review letter indicating that the report(s) has been entered into the Register before issuing a decision or proceeding with any ground disturbing activities.</p> <p>Table 1-1 provides a "Timeline and Status" for the project's activities and milestones. The table is missing information on when the required archaeological assessments will be completed (in the "Ontario Regulation Reports Review" row). This information should be included.</p> <p>For your reference, our records show that the following projects with outstanding reports are attributed to the Bradford Bypass.</p> <ul style="list-style-type: none"> ▪ [REDACTED] Stage 2 Bradford Bypass, remaining properties ▪ [REDACTED] Stage 2 AA of part of Lot 15, Concession 8, Township West Gwillimbury - Part of the Bradford Bypass 	<p>As detailed in the Updated Draft EIAR, additional archaeological investigation work has been completed to finalize the impact assessments in accordance with Ontario Regulation 697/21.</p> <p>The Updated Draft EIAR was available for review on the Project Website from July 13, 2023, until August 14, 2023.</p> <p>The Project Team understands that an archaeological assessment is not considered finalized until it has been entered onto the Ontario Public Register of Archaeological Reports. The Updated Draft EIAR reference to "...additional archaeological assessments have been completed..." referred to the completion of the physical work of archaeological assessment and that the associated reporting by AECOM was complete. In addition, MTO's own licensed archaeologists have reviewed each report to ensure compliance with the ministry Standards and Guidelines for consultant archaeologists. We also would like to reiterate that no construction will occur on these areas until these reports have been accepted into the registry.</p> <p>As of November 10th, all archaeological reports have been submitted to MCM. A summary of the reports, their status in terms of submission to MCM and clarification of the next steps (MCM review and entering onto the Register), will be added to Section 5.3 of the Final EIAR.</p>	<p>Yes</p> <p>Summary of the reports, their status in terms of submission to MCM and clarification of the next steps (MCM review and entering onto the Register), to be added to Section 5.3 of the Final EIAR.</p>

Comment	Report Section, Page	MCM Comment on Updated Draft EIAR	Project Team Response	Edits Required to EIAR? (Yes/No)
		<ul style="list-style-type: none"> Stage 3 Archaeological Assessment of the Bradford Hill Site Stage 3 Archaeological Assessment of the H2 Site, Part of the Bradford Bypass project Stage 3 assessment of the P2 site Stage 3 AA of the River Bend Site (BaGv-114), part of the Bradford Bypass Stage 3 Archaeological Assessment of the Bradford Hill Site Stage 3 AA of the Bradford Ridge Site (BaGv-115), part of the Bradford Bypass study area Stage 3 AA of the Holland River Site (AgGv-148) part of the Bradford Bypass study area. Stage 3 AA of the Doan Site (BaGu-215), part of the Bradford Bypass Stage 3 AA of the Holland Forest West Site (BaGv-117), part of the Bradford Bypass Stage 3 AA of the William Robinson Jr II Site (BaGv-150), Part of the Bradford Bypass Study Area Stage 3 AA of the Holborn Site (BaGu-218), Part of the Bradford Bypass Stage 3 AA of the Panville Site (BaGv-153), part of the Bradford Bypass PR23-015 MTO Bradford Bypass St 3 Hollingshead I Site (BaGu-219) PR23-016 MTO Bradford Bypass St 3 Hollingshead II Site (BaGu-220) PR23-014 MTO Bradford Bypass St 3 Goodwin Site (BaGv-151) 		
2	2.3.1 Archaeology 2.3.1.1 Background, page 123-124	<p>This section should be more specific about when the remaining Stage 2 archaeological assessment reporting and Stage 3 archaeological assessment reports will be submitted to MCM for review.</p> <p>This section states that the Stage 3 archaeological assessments have been prepared in accordance with Section 21 of O. Reg 697/21. Section 21 of the regulation states that:</p> <p>21. (1) In accordance with subsection (2), the proponent shall complete a Stage III Archaeological Assessment for areas of the updated study area that are identified as having archaeological potential in accordance with a Stage II Archaeological Assessment.</p> <p>(2) Any Stage III Archaeological Assessment shall be completed in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists.</p> <p>Please see comment 1 above. As the Stage 3 archaeological assessments have not been submitted to MCM for review, MCM finds that this section of the regulation has not been addressed.</p>	Comment noted. Please refer to Comment Response #1.	Yes – see comment #1.
3	3. Evaluation of Alternatives 3.1.1 Alignment Shift Between 10th Sideroad and County Road 4, pages 136-141	The report presents alignment shifts that are designed to avoid archaeological site BaGv-112. While MCM supports avoidance as a protection strategy, we note that the stage 2 archaeological assessment is awaiting review, and the stage 3 archaeological assessment associated with BaGv-112 has not yet been submitted to the Ministry. MCM can not confirm the extent of the surveyed area, the survey technique, or the boundaries of the archaeological site until the reports have been submitted and reviewed. Therefore, findings related to the boundaries of this site should be considered tentative. MCM can not comment on the alignment at this time.	Comment noted. Please refer to Comment Response #1.	No

Comment	Report Section, Page	MCM Comment on Updated Draft EIAR	Project Team Response	Edits Required to EIAR? (Yes/No)
4	3. Evaluation of Alternatives 3.1.2 Holland River East Branch, page 144 and 148	<p>The "Riverbend site" is sometimes identified as Borden Number BaGv-42 in the document, and other times it is identified as BaGv-114. MCM records show that the "River Bend" site is BaGv-114, and the "East Holland River" site is BaGv-42 (site has a marine component). Please review references to these archaeological sites in the document and revise as appropriate.</p> <p>Similar to comment 3 above, MCM notes that the boundaries of BaGv-114 and BaGv-42 have not yet been confirmed through archaeological assessment, as the reports are preliminary. Findings related to the boundaries of this site should be considered tentative. MCM can not comment on the alignment at this time.</p>	Comment noted. Borden numbers will be confirmed and revised as required in the Final EIAR.	Yes – check and revise borden numbers throughout Final EIAR.
5	3. Evaluation of Alternatives 3.2.8 Leslie Street Interchange, page 186	This section states that the preferred alternative, Alternative 1, avoids a "significant cultural heritage resource". Please provide more information about what this heritage resource is.	This section of the Updated Draft EIAR is referring to the significant Cultural Heritage Resource located at 21145 Leslie Street (BHR 2). This property is Designated under Part IV of the Ontario Heritage Act, however through the evaluation process completed as part of the Project, it was determined that a Cultural Heritage Evaluation Report (CHER) is not required as the preferred alternative for the Leslie Street interchange avoids this property.	No
6	5. Environmental Impacts and Mitigation Measures of the Updated Technically Preferred Route 5.3.1 Archaeology 5.3.1.1 Potential Impacts, page 390	This section includes a paragraph about the Sutherland Wesleyan Methodist and Rogers Cemetery, and states that no maps of the cemetery were found. It is unclear why this detail is being provided here, as any implications for the project are not identified. Additional information should be provided.	<p>Comment noted.</p> <p>As detailed in Table 5-26 (ARC-1.20) of the Updated Draft EIAR, areas identified as cemeteries will not be impacted by the Project. Sections 5.3.1 and 5.3.1.1 will be in the Final EIAR to clarify that there are no impacts to areas identified as cemeteries as a result of the Project.</p>	Yes – provide clarification on there being no impacts to cemetery to Section 5.3.1.
7	5. Environmental Impacts and Mitigation Measures of the Updated Technically Preferred Route 5.3.1 Archaeology 5.3.1.2 Commitments and Mitigation Measures, page 390-396	This section presents the recommendations of draft Stage 3 archaeological assessments. These recommendations should be considered preliminary until the reports have been reviewed and entered onto the August Public Register of Archaeological Reports.	Comment noted. Please refer to Comment Response #1.	No
8	5.6 Summary of Preliminary Design Environmental Impacts, Proposed Mitigation Measures, Monitoring Activities and Commitments to Future Work Table 5-26, page 461-467	<p>Row ARC-1.00 (and sub-rows) states that several required Stage 3 Archaeological Assessments have been completed. As stated above, our records show that many Stage 3 assessments associated with the Bradford Bypass Project have not been submitted to MCM for review (see comment 1 above for a list of PIFs for reports that have not been submitted). An archaeological assessment is not considered complete until it has been entered onto the August Public Register of Archaeological Reports.</p> <p>Please provide MCM with the Project Information Form numbers (PIF#s) for each of the archaeological assessment reports discussed in this section, to assist MCM in tracking their submission and review.</p> <p>Given the number of reports that have yet to be reviewed by MCM, and the timelines for this project, we strongly recommend that these reports be submitted to the Ministry as soon as possible. We further recommend that the archaeologist submitting the report make an "expedited review" request in making that submission.</p>	<p>Comment noted. Please refer to Comment Response #1.</p> <p>The PIFs for the archaeological assessment reports discussed in the Final EIAR are listed below:</p> <ul style="list-style-type: none"> • Stage 1 AA: [REDACTED] • Stage 2 AA: [REDACTED] • Stage 2 AA: [REDACTED] • Stage 3 AA: Bradford Ridge site (BaGv-115): [REDACTED] • Stage 3 AA: Frazer Creek site (BaGv-116): [REDACTED] • Stage 3 AA: Holland Forest West site (BaGv-117): [REDACTED] • Stage 3 AA: Holland Forest East site (BaGv-148): [REDACTED] • Stage 3 AA: Bradford Hill site (BaGv- 112): [REDACTED] • Stage 3 AA: Wheatfield site (BaGv- 113): [REDACTED] • Stage 3 AA: River Bend site (BaGv-114): [REDACTED] • Stage 3 AA: East Holland River Site (BaGv-42): [REDACTED] • Stage 3 AA: Doan Site (BaGu-215): [REDACTED] 	Yes – see comment #1.

Comment	Report Section, Page	MCM Comment on Updated Draft EIA	Project Team Response	Edits Required to EIA? (Yes/No)
			<ul style="list-style-type: none">▪ Stage 3 AA: William Robinson Jr. II Site (BaGv-150); [REDACTED]▪ Stage 3 AA: Frazer Creek II site (BaGv-152); [REDACTED]▪ Stage 3 AA: Panville site (BaGv-153); [REDACTED] <p>Expedited Review requests will be provided for each Archaeological Assessment Report submitted to MCM.</p>	