

# Final Land Use Factors Study Report

Highway 400-Highway 404 Link (Bradford Bypass)

Ontario Ministry of Transportation (MTO)

60636190

June 5, 2023

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## Quality Information

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## Revision History

Rev #	Revision Date	Revised By:	Revision Description
1	December 2022	AECOM	Draft Land Use Factors Report
2	January 31, 2023	AECOM	Draft Land Use Factors Report
3	March 2, 2023	AECOM	Draft Land Use Factors Report
4	March 7, 2023	AECOM	Draft Land Use Factors Report
5	June 5, 2023	AECOM	Final Land Use Factors Report

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# Executive Summary

The Ontario Ministry of Transportation (the Ministry) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and project-specific assessment of environmental impacts for the proposed Highway 400 to Highway 404 Link (Bradford Bypass). The Bradford Bypass (the project) is being assessed in accordance with Ontario Regulation 697/21 (the Regulation) (October 7, 2021). The Ministry previously completed a route planning study for the Bradford Bypass that received subsequent approval in 2002.

The Bradford Bypass is a proposed 16.3 kilometre, controlled access freeway that will extend from Highway 400 between 8<sup>th</sup> Line and 9<sup>th</sup> Line in Bradford West Gwillimbury, will cross a small portion of King Township, and will connect to Highway 404 between Queensville Sideroad and Holborn Road in East Gwillimbury. There are proposed full and partial interchanges, as well as grade separated crossings at intersecting municipal roads and watercourses, including the Holland River and Holland River East Branch. This project also includes the design integration for the replacement of the 9<sup>th</sup> Line structure on Highway 400, which will accommodate the proposed future ramps north of the Bradford Bypass corridor. The Ministry is considering an interim four-lane configuration and an ultimate eight-lane design for the Bradford Bypass. The interim condition will include two general purpose lanes in each direction and the ultimate condition will include four lanes in each direction (one high-occupancy vehicle lane and three general purpose travel lanes in each direction). The interim and ultimate designs are being reviewed as the project progresses. This Report and its findings are based on the project footprint identified within this Report. Should the footprint change or be modified in any way, a review of the changes shall be undertaken, and the Report updated to reflect the changes, impacts, mitigation measures, and any commitments to future work.

In February 2020, AECOM prepared a Land Use Factors Existing Conditions Report – Highway 400- Highway 404 Link (Bradford Bypass) (W.O.#19-2001) to document the existing land use information for the Study Area. This Land Use Factors Report builds upon the 2020 Land Use Factors Report, updating the existing land use information in light of changes to land use policies and activities since the 2020 report was completed.

The land use factors-specific study area (Study Area) identifies all lands to be impacted by the Bradford Bypass in the County of Simcoe (Simcoe County) and Regional Municipality of York (York Region), and a buffered area of 500 m surrounding the right-of-way.

A review of the Provincial Policy Statement 2020, York Region Official Plan 2022, Simcoe County Official Plan 2016, Town of Bradford West Gwillimbury 2021, Township of King 2020, Town of East Gwillimbury 2022 was undertaken. At the time of preparation of this Report, the Official Plan policies for the County of Simcoe and York Region had been updated as part of Municipal Comprehensive Review process to reflect recent updates to Growth Plan for the Greater Golden Horseshoe 2020. The 2022 York Region Official Plan update was approved by the Ministry of Municipal Affairs and Housing in November 2022. The Simcoe County Official Plan Amendment No. 7 – Municipal Comprehensive Review Phase 1 Growth Management is still under review by Ontario's Ministry of Municipal Affairs and Housing, currently posted on the Environmental Registry of Ontario for a comment period of 60 days ending February 2023.

The More Homes Built Faster Act (2022) does not impact the lands included in the Bradford Bypass Study Area.

The lands within the Study Area include a variety of municipal designations including Industrial, Industrial Commercial, Residential, Open Space, Environmental Protection Area, Agricultural including Holland Marsh Specialty Crops Areas, Recreation and Community Uses.

The Study Area currently consists of a mix of land uses including agricultural, natural areas and open spaces, industrial and commercial, residential, institutional and community services, community and recreational facilities. The future developments within the Study Area (approved / planned) are summarized in **Section 5** of this Report.

The updated Simcoe County and Regional Official Plans are anticipated to promote urban expansion in proximity to the Bradford Bypass. Since the Bradford Bypass has been acknowledged in planning documents since the 2002 Approved Environmental Assessment (2002 Approved EA), the approval of the Bradford Bypass precedes any new development applications within the Study Area. It means that the mitigation measures associated with proximity of a residential or employment developments to the Bradford Bypass should be considered as part of development application process being approved by the municipalities.

The overall impact of the Bradford Bypass is expected to be positive as it would relieve congestion on existing east-west local roads and provide a northern freeway connection between Highway 400 and Highway 404. There is potential for direct and indirect impacts on adjacent land uses. Ongoing consultation with emergency services, businesses, local residents, student transportation companies, area municipalities and key stakeholders during future Detail Design and construction as regard traffic staging, detours and other temporary traffic impacts will assist in minimizing impacts.

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# 1. Overview of the Undertaking

## 1.1 Project Overview

The Ontario Ministry of Transportation (the Ministry) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and project-specific assessment of environmental impacts for the proposed Highway 400 – Highway 404 Link (Bradford Bypass). The Bradford Bypass (the project) is being assessed in accordance with Ontario Regulation 697/21 (the Regulation) (October 7, 2021).

The Bradford Bypass is part of Ontario's plan to expand highways and public transit across the Greater Golden Horseshoe to fight congestion, create jobs and prepare for the massive population growth expected in the next 30 years. The County of Simcoe's population is expected to increase to 416,000 by 2031, with the Regional Municipality of York growing to 1.79 million 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 roadways linking Highway 400 to Highway 404.

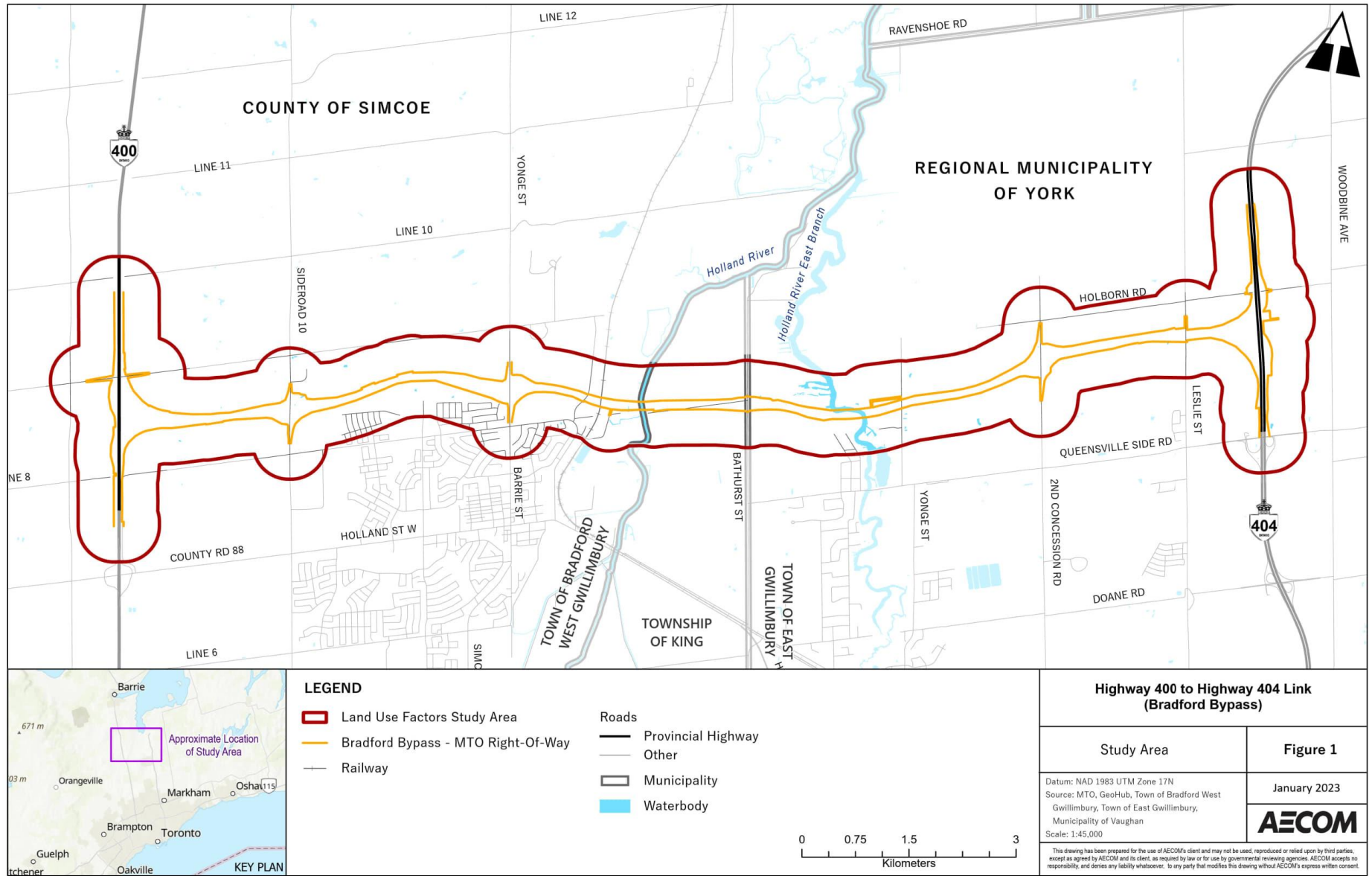
The project is a new 16.3 kilometre controlled access freeway. The proposed highway will extend from Highway 400 between 8th Line and 9th Line in Bradford West Gwillimbury, will cross a small portion of King Township, and will connect to Highway 404 between Queensville Sideroad and Holborn Road in East Gwillimbury. There are proposed full and partial interchanges, as well as grade separated crossings at intersecting municipal roads and watercourses, including the Holland River and Holland River East Branch. This project also includes the design integration for the replacement of the 9th Line structure on Highway 400, which will accommodate the proposed future ramps north of the Bradford Bypass corridor. The Ministry is considering an interim four-lane configuration and an ultimate eight-lane design for the Bradford Bypass. The interim condition will include two general purpose lanes in each direction and the ultimate condition will include four lanes in each direction (one high-occupancy vehicle lane and three general purpose travel lanes in each direction). The interim and ultimate designs are being reviewed as the project progresses. This Report and its findings are based on the project footprint identified within this Report. Should the footprint change or be modified in any way, a review of the changes shall be undertaken, and the Report updated to reflect the changes, impacts, mitigation measures, and any commitments to future work.

In February 2020, AECOM prepared a Land Use Factors Existing Conditions Report – Highway 400- Highway 404 Link (Bradford Bypass) (W.O.#19-2001) to document the existing land use information for the Bradford Bypass. The current Land Use Factors Report builds upon the 2020 Land Use Factors Report, updating the existing land use information in light of changes to land use policies and activities since the 2020 report was completed.

## 1.2 Study Area

The land use factors-specific study area (Study Area) is identified as all lands to be impacted by the Bradford Bypass in the County of Simcoe and Regional Municipality of York and a buffer area of 500 m surrounding the right-of-way. The Study Area is presented in **Figure 1-1**.

**Figure 1-1: Study Area**



## 2. Policy Review

AECOM's 2020 Land Use Factors Report undertook a review of the following policies:

### Provincial Planning Policies

- Provincial Policy Statement (2014)
- A Place to Grow: Growth Plan for the Greater Golden Horseshow (2019), and
- Greenbelt Plan (2017).

### Municipal Planning Policies

- County of Simcoe Official Plan (Office Consolidation 2016)
- Regional Municipality of York Official Plan (2010, Office Consolidation 2019)
- Town of East Gwillimbury Official Plan (2010, Office Consolidation 2018)
- Town of King Official Plan (Draft 2017), and
- Town of Bradford West Gwillimbury Official Plan (2018).

Since AECOM's 2020 Land Use Factors Report has been completed, there have been a number of changes at the policy level that may affect the analysis of impacts on land use within the Study Area. The following sections provide a summary of updates to the provincial and municipal policies applicable to the Study Area.

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).

### 2.1 Provincial Policy Statement

The 2014 Provincial Policy Statement (PPS) was updated in May 2020. The PPS 2020 updates included changes to address a number of items not fully described in the policies of previous versions of the PPS. Specifically, the updated PPS deals in greater detail with:

- Climate change
- Planning and infrastructure, and
- Housing and transit supportive development.

The updated PPS emphasizes the desire to intensify within existing settlement areas and recognizes the need to plan for changes in climate as part of land use and infrastructure planning. The PPS revisions also include policies for infrastructure planning beyond the 25-year planning horizon identified in municipal Official Plans. Apart from that there are no significant changes to the PPS that would affect the undertaking.

### 2.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe 2019 (the Growth Plan) was amended in August 2020 (Amendment 1) and included changes to the population and employment forecasts, the horizon year for planning, and other policies to increase housing supply, create jobs, attract business investment and better align with infrastructure. The Growth Plan horizon is now extended to 2051 to ensure municipalities have sufficient land to support the fostering of complete communities, economic development, job creation and housing affordability. The new horizon better aligns with the land supply requirements of the PPS 2020. Similar to what is noted in the AECOM's 2020 Land Use Factors Report, the Bradford Bypass has been conceptually identified as 'Highway Extensions' on Schedule 2 of the Growth Plan, 2020 (see **Appendix A-** Schedule 2 'A place to Grow Concept').

## 2.3 Greenbelt Plan 2017

The Greenbelt Plan was introduced in 2005 to help shape the future of Greater Golden Horseshoe (GGH) by directing where urbanization should not occur in order to provide permanent protection to the agricultural lands and the ecological features of the GGH. It builds on the PPS to establish a land use planning framework that supports a thriving economy, a clean and healthy environment and social equity. The Greenbelt Plan 2005 was amended in May 2017. The Ministry of Municipal Affairs and Housing has completed the consultation on proposed expansion to the Greenbelt Plan area including addition of 13 new Urban River Valley areas to the Greenbelt Plan; however, there is no Urban Valley River area (current or proposed) identified within the Study Area. **Figure 2-1** shows the location of the Bradford Bypass in the context of Greenbelt Plan, 2017. As noted in AECOM's 2020 Land Use Factors Report, the section of the Bradford Bypass between Simcoe Regional Road 4 (Yonge Street) in the Town of Bradford West Gwillimbury, Township of King, and east of Highway 404 in Town of East Gwillimbury crosses lands designated as Protected Countryside in 'Schedule 1' of the Greenbelt Plan, 2017.

## 2.4 Regional Municipality of York Region Official Plan, 2010

With a population of 1.2 million residents, the Regional Municipality of York (York Region) is ranked as one of Ontario's fastest growing municipalities and is expected to reach approximately 2.02 million people and 990,000 jobs by 2051. King Township and the Town of East Gwillimbury are the two lower tier municipalities in York Region that will be impacted by the Bradford Bypass.

The York Region Official Plan (YROP) 2010 (Office Consolidation 2019) was reviewed as part of AECOM's 2020 Land Use Factors Report. The Bradford Bypass has been included in the list of corridors and facilities to be protected by local municipalities and the Province in Schedule 7.2.52 in the Official Plan.

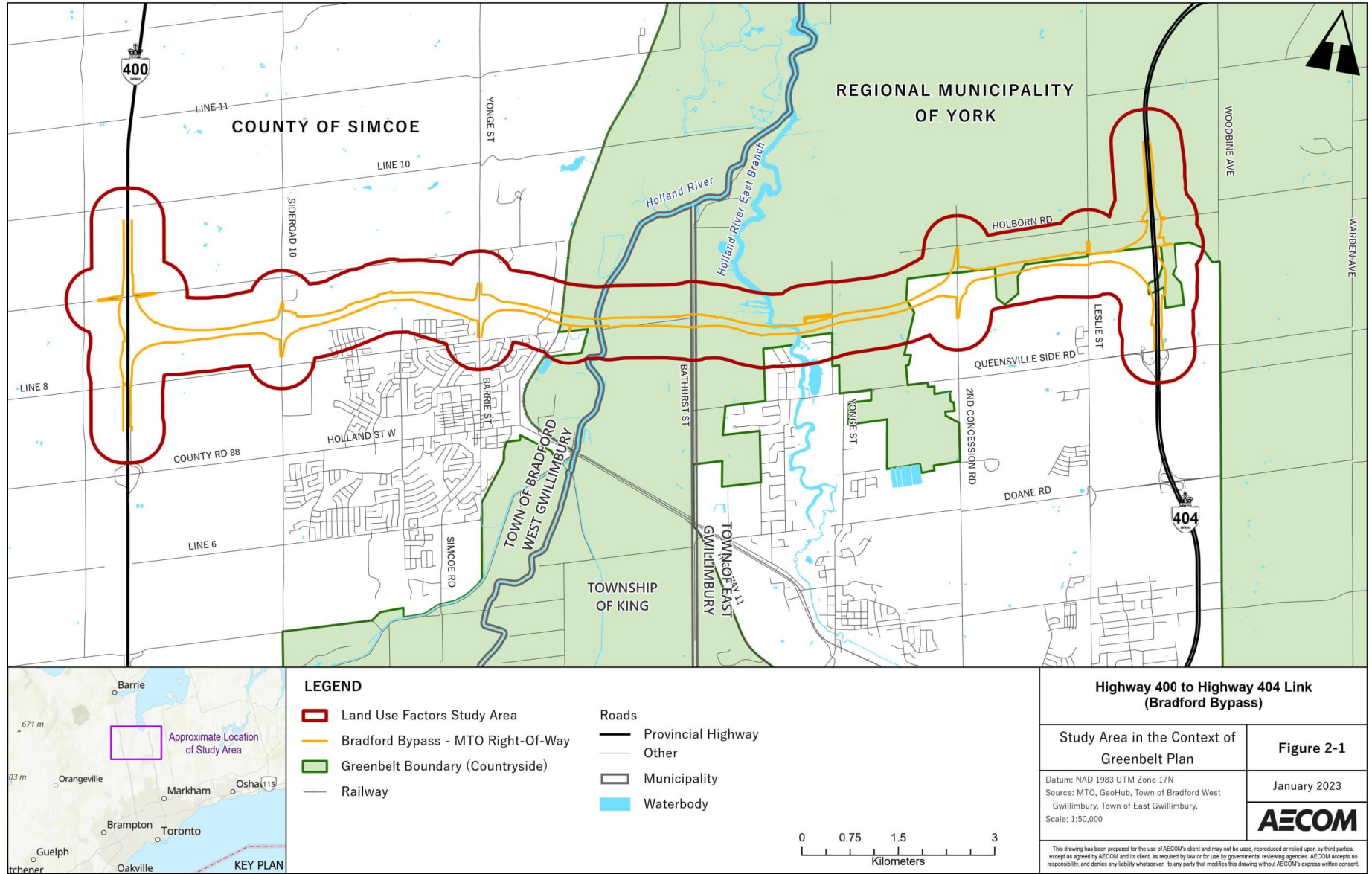
York Region has completed the Municipal Comprehensive Review process in order to bring YROP into conformity with the Growth Plan 2020. The amendments to the YROP were adopted by Regional Council in June 2022, and approved by the Ontario's Ministry of Housing and Municipal Affairs in November 2022.

The implication of 2022 YROP has remained virtually the same as described in the AECOM's 2020 Land Use Factors Report. The lands within the King Township portion of the Study Area continue to be designated Agriculture and Holland Marsh Specialty Crop Area that preclude development (infrastructure is permitted in all the designations). Within the East Gwillimbury portion of the Study Area, much of the lands continue to be designated either Agricultural (including Holland Marsh Specialty Crop Area) or part of the Regional Greenlands System, and generally, development is precluded from these areas. Portions of the Study Area toward the east, are designated as Employment and Community Area.

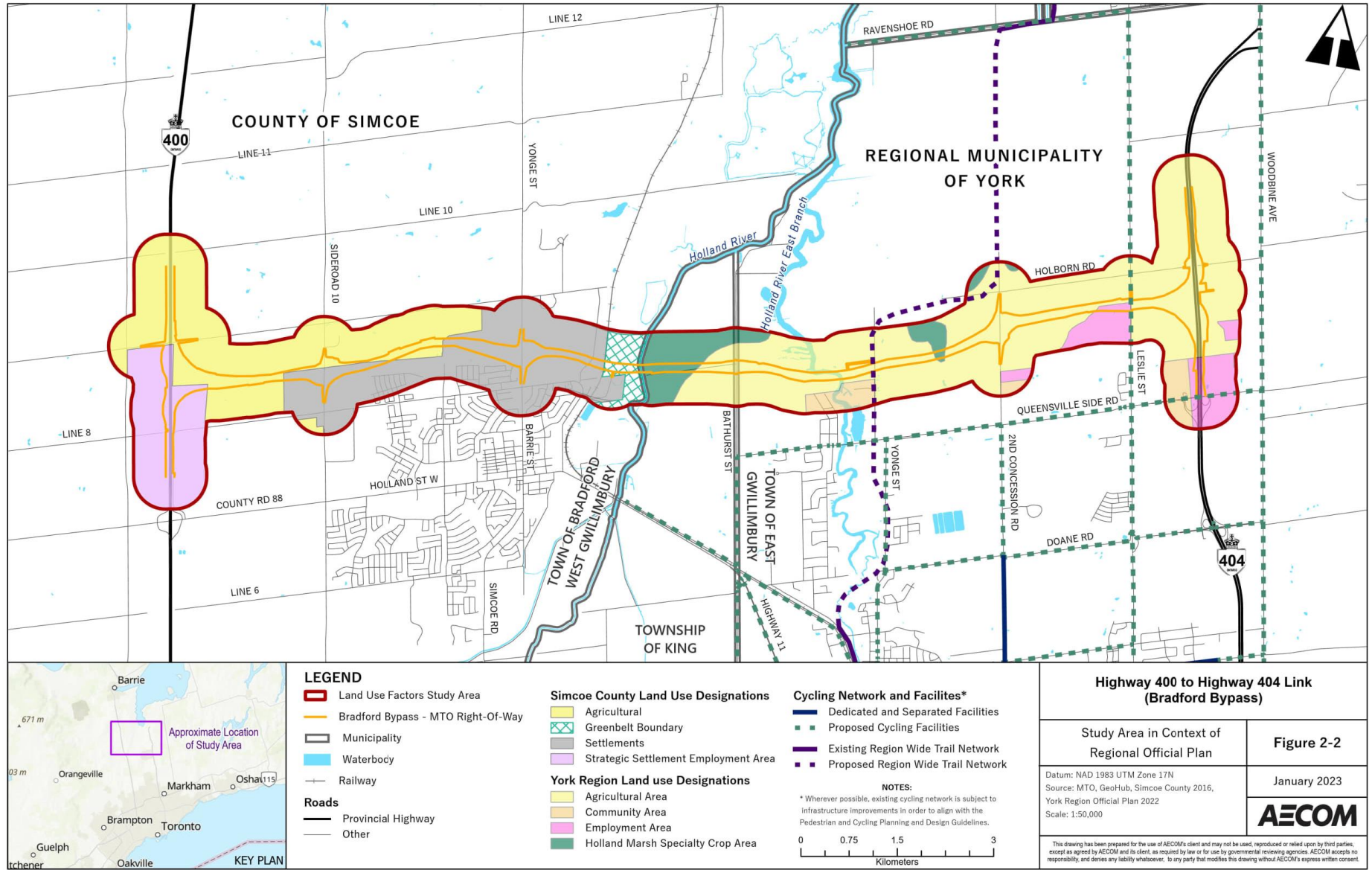
The Bradford Bypass is shown as a 'Potential Freeway' on Map 10 of the YROP 2022 as shown on **Figure 2-2**.

As per Map 9A Regional Road Cycling Network, 2022 YROP a Proposed Cycling Facility crosses the Bradford Bypass at Leslie Street. Additionally, Map 9B Regional Trail Network, 2022 YROP identifies a Proposed Region-Wide Trail Network crossing the Bradford Bypass at Yonge Street. See **Figure 2-2**.

**Figure 2-1: Study Area in the Context of Greenbelt Plan**



**Figure 2-2: Study Area in Context of Regional Official Plan**



## 2.5 County of Simcoe Official Plan, 2008 (Office Consolidation 2016)

The County of Simcoe (Simcoe County) Official Plan, 2008 has been subject to several appeals to the Ontario Land Tribunal (OLT). AECOM's 2020 Land Use Factors Report reviewed the final consolidated text of the Simcoe County Official Plan, identified as Exhibit 193 approved by OLT in December 2016. Through 2021 and 2022, the Simcoe County has also been undertaking a Municipal Comprehensive Review process in accordance with the Growth Plan 2020. The Growth Plan 2020 allocates Simcoe County, excluding the Cities of Barrie and Orillia, a population of 555,000 in 2051, representing population growth of 194,000 by 2051 (54%). Employment is projected to grow by 81,000 or 69%. The Simcoe County adopted Official Plan Amendment (OPA) #7 to implement the Municipal Comprehensive Review in August 2022. OPA #7 is being reviewed by the Ministry of Housing and Municipal Affairs, currently is posted on the Environmental Registry of Ontario for a comment period of 60 days ending February 2023.

Bradford West Gwillimbury is allocated the largest proportion of growth within Simcoe County. The Simcoe County's updated Official Plan allocated growth of 38,980 persons and 19,090 jobs to Bradford West Gwillimbury. The background report accompanying the Official Plan amendment (Hemson, April 2022) indicates that Bradford West Gwillimbury will need an additional 500 ha to the urban boundaries to accommodate this growth. That means that the Bradford West Gwillimbury urban area will need to expand significantly, and it is unlikely that the Bradford Bypass will continue to form the northern urban boundary of the community as this expansion occurs.

Apart from the revised growth projections, the Simcoe County Official Plan has remained substantially the same as described in the AECOM's 2020 Land Use Factors Report (See **Figure 2-2**). It identifies the proposed corridor at the present location as a 'Potential Provincial Corridor'. Generally, the Bradford Bypass forms the northly boundary of the 'Settlement Area', except adjacent to County Road 4, where the Settlement Area extends on the north side of the Bradford Bypass. Lands adjacent to Highway 400 are designated as the 'Strategic Settlement Employment Area'. Remainder of the lands in the area of the Bradford Bypass are designated Agricultural Lands and Greenbelt Protected Countryside (per Greenbelt Plan, 2017, refer to **Section 2.3**). These later designations prevent the lands from being developed for urban uses but recognize the future development of the Bradford Bypass.

## 2.6 Town of Bradford West Gwillimbury Official Plan, 2021

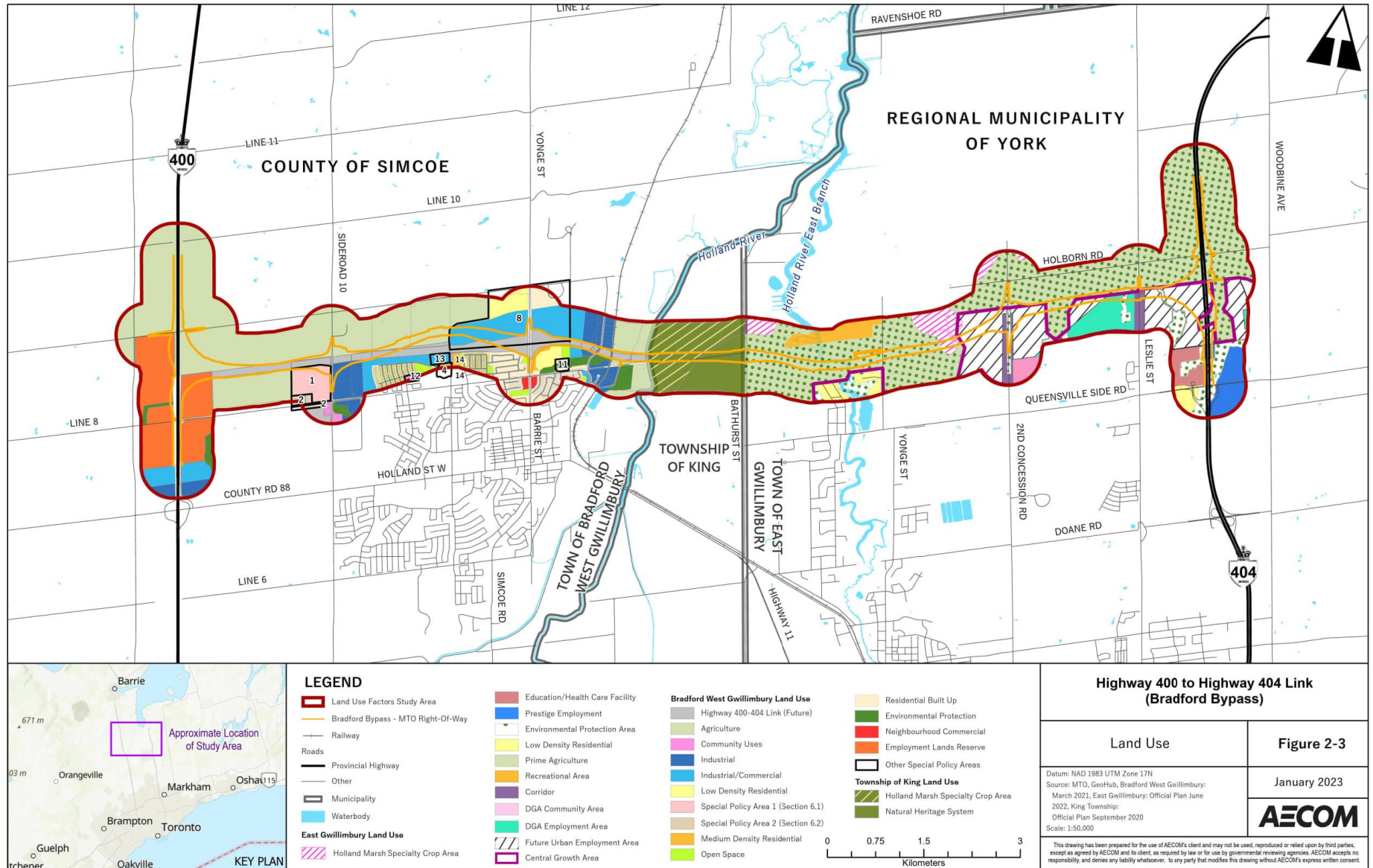
The west portion of the Study Area extending from west of Highway 400 to the Holland River on the east side (the municipal boundary with the Township of King) is located within the jurisdiction of the Town of Bradford West Gwillimbury. The Draft (Version 1- March 2018) Official Plan for Bradford West Gwillimbury was reviewed in the AECOM's 2020 Land Use Factors Report. The Final Official Plan was adopted by Council in March 2021. Following adoption of the Plan in March 2021, there were a number of requests for modifications. The Plan was modified to a limited extent when it was approved by Simcoe County in June 2022. None of the modifications impact the Bradford Bypass.

Schedule B of the Town of Bradford West Gwillimbury Official Plan identifies land use designations within the Study Area as shown in **Figure 2-3**, and described in the following sections. The Bradford West Gwillimbury Official Plan identifies the Technically Preferred Route for the project and designates those lands as 'Highway 400-404 Link (Future)'. However, it is important to note that since the 2002 Approved EA for the project, environmental conditions within the Study Area have changed, environmental policies and legislative requirements have been amended, and highway design standards have been updated. As a result, the Technically Preferred Route has been refined to reduce potential environmental impacts, and meet current standards and legislative requirements. The refined alignment of Bradford Bypass does not completely follow the corridor designated as 'Highway 400-404 Link (Future)' in the Town of Bradford West Official Plan. It is anticipated that the Town of Bradford West Gwillimbury will need to amend their Official Plan to include the refined alignment of the Bradford Bypass, and reconsider the

proper land uses on those lands currently designated for the Bradford Bypass but no longer planned for that purpose due to design refinements.



**Figure 2-3: Land Use Designations within the Study Area**



## 2.6.1 Industrial Commercial

Lands designated as Industrial/Commercial are to provide for a full range of light industrial and office uses at a high standard of design. The permitted uses in this area include manufacturing, warehousing, fabricating, repairing, processing, and assembly, office uses, hotel and convention facilities, and public and institutional uses. Residential uses are prohibited in these areas. Retail uses are not permitted either, except for products produced or assembled on site.

## 2.6.2 Industrial

The Industrial designation is located generally south of the Bradford Bypass on both sides of 10<sup>th</sup> Sideroad southerly to Holland Street. There are also a number of Industrial Special Policy Areas in this area. The Industrial designation permits large scale industrial uses that could have visual, noise and traffic impacts on neighbouring lands. Development in this designation is intended to occur in industrial park subdivisions and is to be staged with the availability of infrastructure.

Official Plan Amendment (OPA) 15, approved by the OLT in December 2009 establishes specific policies for the development of the lands between Highway 400 and 10<sup>th</sup> Sideroad. The uses permitted by this OPA include industrial uses and, in proximity to the County Road 88 and Highway 400 interchange employment supporting uses are permitted. Those supporting uses would include hotels, restaurants, and service commercial uses. The OPA 15 establishes policies for the development of this area, including determination of the environmental impacts and associated mitigation and the design and character of future industrial subdivisions and buildings.

## 2.6.3 Residential

Lands identified as Residential within the Study Area are intended to provide the majority of housing in the community. Residential lands within the Study Area are further divided into 'Low Density Residential', 'Medium Density Residential' and 'Residential Built Up', which have different permitted housing forms. Other uses which support the residential area function may be permitted in each of the residential designations. Such uses include home occupations, accessory uses, childcare facilities, group homes, accessory apartments, garden suites, community facilities, recreational uses and public and private open space, and will be regulated through the Zoning By-law.

## 2.6.4 Open Space

Open Space includes parks (in all forms), indoor and outdoor recreational uses, conservation uses, and stormwater management facilities. Permitted uses in this designation may include open space generally without major buildings.

## 2.6.5 Environmental Protection

Environmental Protection areas may permit fish/wildlife and forest management, conservation projects and flood and erosion control projects, low-intensity recreational uses, open spaces, existing uses, stormwater management facilities, and uses accessory to the foregoing uses. No development or site alteration within the Environmental Protection designation shall be permitted. However, should expansions to existing development within the Environmental Protection designation be proposed, they shall be subject to Natural Heritage Features and Functions and/or Natural Hazards policies.

## 2.6.6 Agricultural

Lands designated as Agriculture are where prime agricultural lands are the predominant land type. These lands shall be protected for long-term agricultural uses. Permitted uses on lands within the Agriculture designation may include agriculture uses, agriculture-related uses, processing of agricultural products, on-farm diversified uses, natural heritage conservation and forestry and agriculture produce sales outlets (subject to associated policies).

## 2.6.7 Highway 400 Employment lands Reserve

Lands designated as Employment Lands Reserve are intended to be protected for employment uses beyond the year 2031. For the purposes of the Bradford West Gwillimbury Official Plan, and consistency with the PPS, lands within this designation are part of an employment area.

## 2.6.8 Community Uses

The Community Uses designation allows for schools, places of worship, community centres and recreational facilities, childcare centre, parks, emergency shelters, arts and cultural facilities and institutional uses with a residential component (i.e., joint use facility, for example a senior's residence with a public pool).

## 2.6.9 Special Policy Areas

There are a number of Special Policy Areas identified on Schedule B-1 of the Bradford West Gwillimbury Official Plan. These areas are called Special Policy Area as there are some additional modified policies specific to these areas as summarized in the sections below. See **Figure 2-3** for the location of the Special Policy Areas within the Study Area.

### Special Policy Area 1 – Line 8

Development within lands identified as Special Policy Area 1 shall be by plan of subdivision or condominium in an industrial park setting. Additional policies in regard to size, access, servicing arrangement, buffering and visual screening, noise and vibration study, etc.,<sup>1</sup> are applicable to development in these lands.

### Special Policy Area 2 – Line 8

On lands identified within Special Policy Area 2, only legal existing uses and uses permitted in the Agricultural designation (refer to **Section 2.6.6**) are permitted. Any new land use shall require an amendment to the Official Plan for the entirety of Special Policy Area 2.

### Special Policy Area 4 – Townhouse Blocks North of Line 8

Both Low-Density Residential and Medium-Density Residential Designations are permitted within lands identified as Special Policy 4. Permitted uses shall include single detached, semi-detached, duplex, triplexes, fourplexes, street fronting townhouses, cluster townhouses and low rise apartments.

### Special Policy Area 8 – Lands North of the Highway 400-404 Link in Bradford

Portions of the Study Area north of the Bradford Bypass corridor in the Bradford Urban Area overlays the lands identified within Special Policy Area 8. These lands have been identified for future urban development since the adoption of the amalgamated Bradford West Gwillimbury's first Official Plan, with land use designations applied. The lands are currently occupied by rural and estate residential uses, agriculture, and limited employment lands development along Artesian Industrial Parkway. A Secondary Plan shall be in effect before significant development is permitted in these lands.

### Special Policy Area 11 – Residential Apartments

Lands identified within Special Policy Area 11 are located on the north side of the 8<sup>th</sup> Line, east of Colborne Street, and more specifically described as 2362 8<sup>th</sup> Line, in the Town of Bradford West Gwillimbury. The Policy Area allows for a high density "adult lifestyle" development comprised of residential apartments with a compact form of development that represents an efficient use of the land.

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1. Refer to policies noted in Section 6.1 Bradford West Gwillimbury Official Plan 2018.

## Special Policy Area 12 – School Board Lands

An elementary school site for the Separate School Board is identified as Special Policy Area 12 on Schedule B-1 of the Bradford West Gwillimbury Official Plan. The location of this elementary school site has been determined in consultation with the Separate School Board and the Town of Bradford West Gwillimbury.

## Special Policy Area 13

Special Policy Area 13, directly adjacent to the corridor in the central part of Bradford permits a variety of employment, commercial and institutional uses. The site has recently been developed for a public school.

## Special Policy Area 14 – Parking and Infrastructure

In addition to the uses permitted in the Open Space designation, municipal or private parking and municipal or private infrastructure shall also be permitted on lands identified as Special Policy Area 14.

## 2.7 Town of East Gwillimbury Official Plan, 2022

The Town of East Gwillimbury's adopted Official Plan (June 2022) was reviewed for the purpose of this project. The Town's 2022 adopted Official Plan is anticipated to come into effect upon review and approval by the York Region. Section 5.2.3.4 of the Official Plan classifies the Bradford Bypass as a proposed Provincial Controlled Access Highway. The majority of the lands within the Study Area are within the Prime Agricultural and Environmental Protection Areas. However, the Town of East Gwillimbury's 2022 Official Plan has re-designated the lands generally located south of the corridor and west of Highway 404 from Agricultural/Long Term Growth Area to Future Urban Employment Areas and Designated Greenfield Areas. The land use designations within the Study Area are shown in **Figure 2-3**, and summarized in the sections below.

### 2.7.1 Prime Agricultural Area

The Prime Agricultural Area provides a continuous and permanent land base necessary to support long term agricultural production and economic activity. The Town recognized the Prime Agricultural Designation as important natural resources that help support the economic vitality of agriculture and the agri-food network.

### 2.7.2 Holland Marsh Speciality Crop Area

The Holland Marsh Specialty Crop Area is recognized because of the capacity of the area's unique soil to produce specialty crops (tender fruits, vegetable crops, greenhouse crops from agriculturally developed organic soil). The Town is committed to ensuring that the limit of Holland Marsh is recognized and protected as an important agricultural area and a unique and valuable food source.

### 2.7.3 Environmental Protection Area

Environmental Protection Areas may permit existing legally established uses, including agricultural uses; forest, wildlife and fisheries management; stewardship, conservation, restoration and remediation undertakings; non-intensive recreation uses by a public authority, such as pedestrian trails and nature viewing; watershed management and flood and erosion control projects carried out or supervised by a public authority.

### 2.7.4 Recreation Area

The Recreation Area designation recognizes major existing and approved commercial recreation development and permits the extension and expansion of such uses. Land designated Recreation Area may be zoned to permit commercial recreation uses.

## 2.7.5 Low Density Residential

Lands designated Low Density Residential provide areas for the creation of neighbourhoods comprised of ground-related housing units, such as single detached and semi-detached dwellings and townhouses. In addition to the permitted housing types, lands within the Low Density Residential Designation may also be zoned to permit day care facilities, bed and breakfast establishments, home-based businesses, special needs housing, additional residential unit and neighbourhood supporting uses.

## 2.7.6 Future Urban Employment Area

The areas identified as Future Urban Employment Area comprise lands that are within the defined Central Growth Area and abut the Proposed Bradford Bypass. They are important and strategic locations for urban Employment Area development, however, are not required to accommodate urban employment growth within the 2051 horizon of the Town's Official Plan.

## 2.7.7 Designated Greenfield Areas

The Designated Greenfield Areas (DGA) include those areas within the Town of East Gwillimbury that are outside of the Delineated Built-Up Area, but are needed to accommodate urban growth over the 2051 horizon of the Town's Official Plan as they develop as Strategic Growth Areas, Community Areas and Employment Areas. The Study Area includes lands identified as DGA Employment Areas and DGA Community Areas as follows:

### DGA Employment Areas

DGA Employment Areas are intended to be planned with an array of employment generating land uses including business parks and industrial uses.

### DGA Community Areas

DGA Community Areas are to be planned to be primarily residential in nature, but also include neighbourhood supporting uses such as Office uses, retail and service commercial uses, institutional uses, public service facilities and parks and open spaces.

## 2.7.8 Education/Health Care Facility

Lands within the Education / Health Care Facility areas intended to develop as major post secondary educational use and/or major health care facility in a campus format. The intention of this designation is to attract a major institution that will enhance the educational or health related principles of the Town of Innisfil and explore potential partnerships with Provincial education/ healthcare providers as part of the Economic Development Strategy.

## 2.7.9 Prestige Employment Designation

Prestige Employment areas provide location for employment uses that require good access and high visibility along major transportation routes. This may include office uses including research and development, industrial uses contained within wholly enclosed buildings, hotels, conference and convention centres, etc.

## 2.8 King Township Official Plan

The Township of King Official Plan was adopted by Council in September 2019, and subsequently approved by York Region in September 2020, subject to some modifications and three site-specific deferrals<sup>2</sup>. The small area through which the Bradford Bypass would travel consists of lands with the designations identified in the following sections.

### 2.8.1 Natural Heritage System

The Township's Natural Heritage System includes various natural heritage features and linkages as well as hydrologic features intended for protection. The following uses<sup>3</sup> are permitted in the Natural Heritage System: legally existing uses; low intensity recreational uses; a full range of existing and new agricultural, agriculture-related uses and secondary agricultural uses and normal farm practices; new buildings and structures for agriculture, agriculture-related uses and secondary agricultural uses<sup>4</sup>; and infrastructure<sup>5</sup>.

### 2.8.2 Holland Marsh Speciality Crop Area

The agricultural lands in Township of King will be protected and maintained for long-term agricultural use. The agricultural lands in Township of King 's section of the Study Area includes the Holland Marsh Specialty Crop Area, which represents a key resource for the Township. The Township's objective is to recognize and protect agriculture as the primary activity and land use of agricultural area and Holland Marsh Speciality Crop Area. The permitted uses in agricultural lands include but are not limited to: normal farm practices and full range of agricultural uses; single detached dwelling; agricultural related uses; agri-tourism; and limited other uses<sup>6</sup>. Infrastructure is permitted in these areas provided that it is demonstrated that the infrastructure is necessary and that impacts are avoided or mitigated to the greatest extent possible.

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2. *The King Township Official Plan was in draft form when the 2020 Land Use Factors report was prepared. That Official Plan was approved by York Region in September 2020.*
  3. *Subject to specific requirements of King Official Plan and any applicable Provincial Plan(s).*
  4. *Subject to the policies of Section 4.2.2 of King Official Plan.*
  5. *Subject to the policies of Section 4.2.1.17 and any other applicable policies of King Official Plan.*
  6. *Subject to the policies noted in Section 6.3.2 of King Official Plan.*

## 3. Zoning

Aligned with the policies identified in the Official Plans, each local municipality within the Study Area has a Zoning By-law which determines the permitted uses within each land use zone, and regulates the use of land, buildings and structures within that municipality. The following sections provide the zoning information associated with each municipality within the Study Area.

### 3.1 Town of East Gwillimbury Zoning By-law 2018-43

The lands through which the Bradford Bypass corridor will pass are primarily zoned Rural (RU) in the Town of East Gwillimbury's Zoning By-law (2018-43). The Open Space (OS1) Zone reflects the wetlands and woodlands associated with the Holland River Wetland Complex. The Open Space (OS2) zone applies to the Silver Lakes Golf Course and specifically permits that use along with other recreational uses. The Commercial (C2-96) zone permits the Albert's Marina located on the Holland River. There is an RPS-39 zone south of the golf course that permits residential uses on a lot with a 30 m frontage. There is also a Commercial (C2) zone that permits a variety of commercial uses.

### 3.2 King Township Zoning By-law 74-52

The Township of King adopted a new Zoning By-law on September 22, 2022. Under the proposed new By-law the lands will be zoned Agriculture – Special (AS) and Greenland Natural Heritage System (GNH). The uses permitted would be restricted to agriculture and limited agriculturally related uses. The By-law permits infrastructure in all zones. The By-law will come into effect on the date of approval pending the resolution of and appeals to the OLT.

### 3.3 Bradford West Gwillimbury Zoning By-law 2010-50

The Bradford West Gwillimbury Zoning By-law, By-law 2010-50, came into effect on June 8, 2010. This Zoning By-law reflects the 2002 Official Plan policies that recognize the future corridor for the Highway 400-404 Link as well as the 2002 approved EA.

Outside of the Bradford Urban Area most of the lands are zoned Agricultural (A). This zone permits typical agricultural uses. Lands adjacent to Highway 400 and 10<sup>th</sup> Sideroad have Zoning that permits employment uses, generally Industrial (M1) with specific exceptions.

Within the Urban Area, much of the lands are zoned Agriculture, Exception 18. This is a site-specific zone that permits the lands to be farmed but does not permit any buildings or structures, essentially 'freezing' the current land uses. In the County Road 4 area, much of the lands are zoned Future Development (FD). This zone permits only existing uses and permits minor expansions to those uses. The Zoning essentially 'freezes' the land use, recognizing that a significant portion of the lands will be used for the transportation corridor. Lands south of the corridor have a variety of zones generally reflecting existing land uses.

The lands south of the corridor and Crossland Boulevard (Blvd.) are in Residential (R-1) exceptions zones. The exception provides specific zoning regulations for the residential uses. North of Crossland Blvd. the Industrial (M1\*10) zone is used. The majority of the lands abutting the corridor maintain a series of Residential (R1) zones, although there are environmentally protected lands zoned Open Space (OS). There is one parcel zoned Residential (R3) on the north side of the 8<sup>th</sup> Line between County Road 4 and Artesian Industrial Parkway. This zone specifically permits a retirement home that is currently in the development process. The industrial subdivision on either side of Artesian Industrial Parkway is in an Industrial (M1) exception Zone to the limit of the railway line. Easterly from the railway line to the Town limit the lands are in a Natural Heritage System (NHS1) zone.

## 4. Existing Land Uses

There have been no significant changes in the existing uses of land within the Study Area since AECOM's 2020 Land Use Factors Report. The existing land uses within the Study Area are predominantly characterized by agricultural lands, green spaces and vacant vegetated lands, as well as residential and commercial/industrial areas. The existing land uses were identified using a desktop review of and confirmed during the field visit completed between September 2021 and June 2022. This section provides a summary of existing land use conditions as described in AECOM's 2020 Land Use Factors Report, reviewed and updated with the confirmatory field work.

Land use within the Bradford Bypass corridor itself has been protected since 1993 when the 2002 approved EA was started. For that reason, there has been little change in land use since that time.

Moving westerly to the east, lands from the Highway 400 interchange to County Road 4 continue to be used for agricultural purposes. To the south of the corridor the lands from Highway 400 to 10<sup>th</sup> Sideroad and easterly of the 10<sup>th</sup> Sideroad are beginning to develop for industrial purposes. North of the corridor in this area there are a number of rural residential properties on the south side of the 9<sup>th</sup> Line. One farm on the 9<sup>th</sup> Line has recently been approved to hold special events such as weddings (Bradford Barn).

At the junction of 10<sup>th</sup> Sideroad, the Town of Bradford West Gwillimbury has developed a recreational park, Henderson Field. Further development of this park is planned by the Town of Bradford West Gwillimbury. On the north side of the Bradford Bypass corridor, there is an estate subdivision and several rural residential properties fronting onto 10<sup>th</sup> Sideroad. Some of the residential properties south of this estate subdivision may be impacted by the project. South of the junction is the Sarjeant Co. Ltd. cement plant, which has approval to be subdivided into smaller parcels for employment uses. These lands could also be impacted by a new interchange in that location. The extent of the impacts will be confirmed during Detail Design.

Easterly from 10<sup>th</sup> Sideroad, the lands within the Bradford Bypass corridor continue to be used for agriculture; however, south of the corridor is the community of Bradford. The urbanization of this area is currently occurring at a rapid rate and is primarily residential.

A new public school (Harvest Hills Elementary School) has recently been developed south of the corridor on Crossland Blvd, just west of Professor Day Drive. The residential uses continue to County Road 4.

East of County Road 4 there is an industrial subdivision on Artesian Industrial Parkway. Several of these uses, including a construction company and automobile repair facility will be impacted by the new highway.

The potential property impacts have been investigated during the Preliminary Design, and will be further confirmed during Detail Design.

Metrolinx Toronto-Barrie rail corridor (formerly owned by Canadian National Railway) crosses the Study Area east of Artesian Industrial Parkway. The Toronto-Barrie rail corridor extends from Union Station in downtown Toronto all the way to Barrie in the north. Canadian National Railway will also continue to serve customers on the rail corridor.

From the industrial subdivision easterly, the lands are primarily agricultural. At Bathurst Street, there are a number of rural residences that will be impacted as well as a portion of the lands of Albert's Marina. This marina is a large base for boaters accessing Lake Simcoe from the Holland River.

A number of businesses, industrial units, institutional, community and recreational services are currently operating within the Study Area including but not limited to:

- Bradford Barn, Event Venue, located at 3287 9<sup>th</sup>, Bradford West Gwillimbury
- Dortec Bradford, located at 3066 8<sup>th</sup> Line, Bradford West Gwillimbury
- The Sarjeant Co. Ltd., 3111 10<sup>th</sup> Sideroad, Bradford West Gwillimbury



- Hydrosphere - The Koi Pond Experts, located at 3301 10<sup>th</sup> Sideroad, Bradford West Gwillimbury
- Bradford Sports Dome, Sports Club located at 2971 10<sup>th</sup> Sideroad, Bradford West Gwillimbury
- Bob Fallis Sports Centre, located at 2961 10<sup>th</sup> Sideroad, Bradford West Gwillimbury
- Spectra Aluminium Products, located at 95 Reagens Industrial parkway, Bradford West Gwillimbury
- Canada Logix and Supply Chain Inc., located at 39 Selby Crescent, Braford West Gwillimbury
- Creamfields by Rosehaven Homes, located at 133 McCann Crescent, Bradford West Gwillimbury
- Toptintz, window tinting service located at McCann Crescent, Bradford West Gwillimbury
- Aqua Academy Swim School, located at 3053 9<sup>th</sup> Line, Bradford West Gwillimbury
- Wizard Custom Paint, located at 2925 9<sup>th</sup> Line, Bradford West Gwillimbury
- Arise Coaching Centre inc., located at 87 Chelsea Crescent, Bradford west Gwillimbury
- Reali's No Frills, located at 305 Barrie Street, Bradford
- Bradford Day Care, located at 57 Highland Terrace, Bradford West Gwillimbury
- Wimpy's Diner, located at 305 Barrie Street, Bradford West Gwillimbury
- GFL Bradford Liquid Waste Infrastructure Hydrovac Division, located at 3001 Simcoe County Road 4, Bradford West Gwillimbury
- Onefive Cancel Store, located at 2546 9<sup>th</sup> Line, Bradford West Gwillimbury
- Bradford Community Church, located at 2465 9<sup>th</sup> Line, Bradford West Gwillimbury
- Lisbon Paving Co Limited, paving contractor located at 280 Artesian Industrial Parkway, Bradford West Gwillimbury
- Titan Concrete, Concrete contractor located at 215 Artesian Industrial Parkway, Bradford West Gwillimbury
- John Eek and Son Ltd., Aggregate Supplier located at 190 Artesian Industrial Parkway, Bradford West Gwillimbury
- AGC Automotive Canada Inc., Glass manufacturer located at 120 Artesian Industrial Parkway, Bradford West Gwillimbury
- Fix Auto Bradford, Auto body shop located at 70 Artesian Industrial Parkway, Bradford West Gwillimbury
- Vins Plastics, Packaging Company located at 12 Industrial Court, Bradford West Gwillimbury
- Petro-pass Truck Shop, Gas Station located at 436 Dissette Street, Bradford
- ATV Farms, Farm located at 21360 Bathurst Street, Holland Landing
- Holland River Marina, Marina located at 21259 Bathurst Street, Holland Landing
- Albert's Marina, Marina located at 21019 Bathurst Street North, River Drive Park
- Silver Lake Golf & Country Club, Golf Course located at 2114 Yonge Street, East Gwillimbury
- Crystal Star Nursey, Plant Nursery located at 20815 2<sup>nd</sup> Concession Road, East Gwillimbury
- Holburne Mushroom Farm, Farm located at 1337 Holborn Road, East Gwillimbury
- Queensville Sod Farms, Farm located at 21468 Leslie Street, Queensville
- Queensville Park and Ride, Parking lot located at Queensville Side Road, East Gwillimbury, and
- Harvest Hills Public School, located at 400 Crossland Blvd., Bradford.

## 5. Future Planned / Approved Developments

The Bradford Bypass has been an EA approved corridor since 2002, and corridor protection has been in place since then. As a result, there are no major planning applications that would affect the corridor itself. However, it is necessary to consider future development and the impacts associated with the corridor on that development.

Staff from each of the impacted municipalities were contacted in January 2021 and April and May 2022 to review any applications and development activity within 500 m of the Bradford Bypass right-of-way. The sections below provide a summary of active development applications within the Study Area. Refer to **Figure 5-1** for the location of future developments in the Study Area.

### 5.1 Town of East Gwillimbury

The Bradford Bypass mainly crosses the lands zoned and designated agricultural or environmental protection within the Town of East Gwillimbury, and are within the Greenbelt Protected Countryside or Natural Heritage System. Within these designations little or no development can occur and hence, there is no application activity within the East Gwillimbury section of the Study Area. However, the following development was identified in communication with York Region in January 2023.

#### The Water Reclamation Centre Site

The proposed Water Reclamation Centre is part of the Upper York Sewage Solutions which will contain leading-edge treatment technology for the treatment of wastewater from the Town of East Gwillimbury and a portion from the Town of Newmarket and Aurora. In 2014, York Region completed an Individual EA for the proposed Upper York Sewage Solutions initiative. The proposed location for the Water Reclamation Centre was between 20841 and 20967 2<sup>nd</sup> Concession Road in the Town of East Gwillimbury. York Region faced significant delay in implementing the Upper Sewage Solutions project pending project approval from Ministry of Environment, Conservation and Parks (York Region, 2020). In November 2022, the Province revoked the planned project for Upper York Sewage Solutions. Use of the site is undetermined at this time (York Region, January 2023).

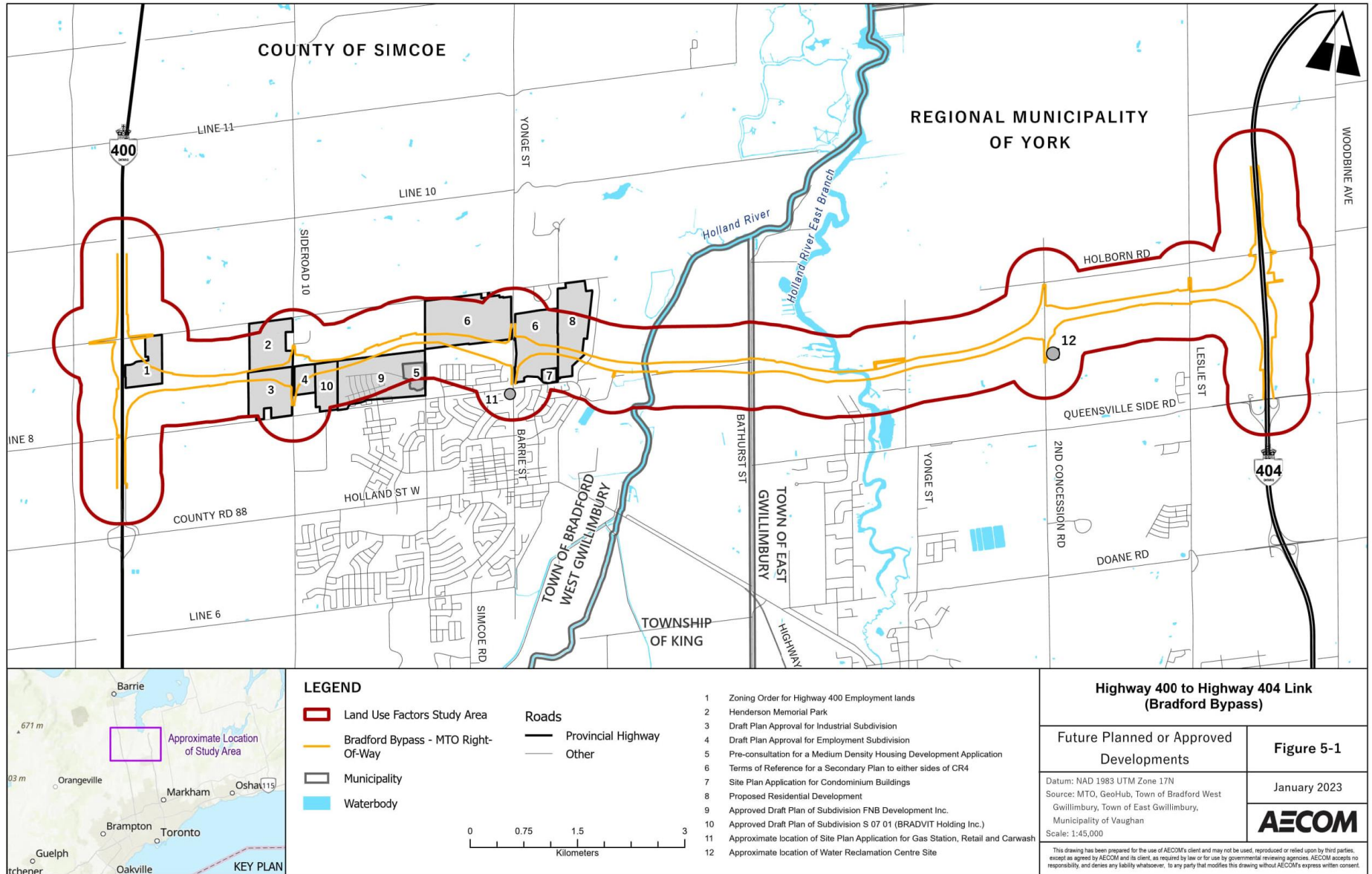
### 5.2 Township of King

Similar to the Town of East Gwillimbury, the Bradford Bypass crosses the lands zoned and designated Agricultural or Environmental Protection within King Township, and are within the Greenbelt Protected Countryside or Natural Heritage System. With these designations little or no development can occur and hence, there is no application activity.

### 5.3 Town of Bradford West Gwillimbury

In Bradford West Gwillimbury, virtually all of the lands south of the Bradford Bypass are designated for urban development and there are considerable activities occurring within 500 m buffer of the Bradford Bypass. The majority of development activities currently occurring in a number of areas in Bradford West Gwillimbury include requests to consider land use conversions from Employment Lands to Residential Lands. Under the policies and legislation in Ontario, this can only be done at the time of a Municipal Comprehensive Review. As noted above, the Simcoe County is in process of completing its Municipal Comprehensive Review, and once complete the Simcoe County will allocate growth to the lower tier municipalities. Those municipalities will then have to update their official plans and, at that time can consider urban boundary adjustments and land use conversions. Bradford West Gwillimbury has already had numerous requests to convert Employment Lands to Residential in the forthcoming Municipal Comprehensive Review. The future planned or approved developments within the Town of Bradford West Gwillimbury are summarized below, and shown on **Figure 5-1**.

**Figure 5-1: Future Planned or Approved Developments Within the Study Area**



## Zoning Order for Highway 400 Employment Lands

The lands adjacent to Highway 400 were the subject of a Minister's Zoning Order to permit industrial uses. The lands are now designated and zoned for industrial purposes; however, development of the land relies on municipal services that are not yet available to the subject lands (Town of Bradford West Gwillimbury, 2022a).

## Henderson Memorial Park

Henderson Memorial Park is a municipal park located at 3171 9<sup>th</sup> Line, providing a number of baseball and soccer playing fields. The Town is in the process of developing a multi-use plan for this park (Town of Bradford West Gwillimbury, 2022a).

## Draft Plan Approval for Industrial Subdivision

A draft plan was approved for an industrial subdivision at 3100 10<sup>th</sup> Sideroad; however, that approval has lapsed. The plan had a 4 ha block on the north side dedicated for the Bradford Bypass. The landowners have recently discussed undertaking an Official Plan and Zoning By-law amendment to convert the lands from Employment to Residential (Town of Bradford West Gwillimbury, 2022a).

## Draft Plan Approval for Employment Subdivision

The Sarjeant Concrete property has a draft plan approval for a subdivision located at 3111 10<sup>th</sup> Sideroad for employment uses. A block has been reserved for the Bradford Bypass on the north side of the lands. These lands could be impacted by a new interchange in that location. Access to the site is limited to an extension of Crossland Blvd. to the east (Town of Bradford West Gwillimbury, 2022a).

## Pre-consultation for a Medium Density Housing Development Application

Pre-consultation has been completed with the Town of Bradford West Gwillimbury to establish the requirements for an application for a medium density housing development north of 8<sup>th</sup> Line, west of Professor Day Drive. The Town of Bradford West Gwillimbury's staff noted that the applications have not yet been filed (Town of Bradford West Gwillimbury, 2022a).

## Terms of Reference for a Secondary Plan on County Road 4

The property owners are working with the Town of Bradford West Gwillimbury for the development of a Terms of Reference for the Secondary Plan at the property located east and west of County Road 4. This property is subject to policies that require that a Secondary Plan be approved before major development can proceed within the area (Town of Bradford West Gwillimbury, 2022a).

## Site Plan Application for Condominium Buildings

The property located at 2362 8<sup>th</sup> Line is the subject of an application to permit a two-building adult lifestyle development. A Site Plan Application for condominium buildings, 218 units, in 6 stories and 3 levels of underground parking has been submitted and is currently under technical review (Town of Bradford West Gwillimbury, 2022a).

## Proposed Residential Development at Line 8 and Artesian Industrial Parkway

Pre-consultation with the Town of Bradford West Gwillimbury has been undertaken for a residential development proposal at the location of 8<sup>th</sup> Line and Artesian Industrial Parkway. However, no application has been filed at this time (Town of Bradford West Gwillimbury, 2022a).

### **Approved Draft Plan of Subdivision S 07 01 (BRADVIT Holding Inc.)**

An approved draft plan of subdivision located at part of Lot 11, Concession 8, Town of Bradford West Gwillimbury Between Line 8 and Bradford Bypass includes 17 Industrial/Commercial lots, one (1) 400-404 Alignment Block, one (1) Municipal Stormwater Management block, four (4) 0.3 metre reserves, one (1) municipal road widening block for Line 8 and roads noted as Streets A and Street B (Crossland Blvd.) (Town of Bradford West Gwillimbury, 2021c).

### **Approved Draft Plan of Subdivision FNB Development Inc.**

A draft plan of subdivision located at part of the south half of Lot 12, and part of Lot 13, Concession 8, Town of Bradford West Gwillimbury Between Line 8 and Bradford Bypass. The application includes 377 units of detached dwellings, 171 units of townhouse dwellings, and 97 units of medium density residential units. Among others, it also includes one (1) stormwater management block, one (1) elementary school block, one (1) block for employment, two (2) blocks for road widening, two (2) blocks for future developments (Town of Bradford West Gwillimbury, 2021c).

### **Site Plan Application for Gas Station, Retail and Carwash**

A Site Plan Application for a gas station, retail use and car wash at 300 Barrie Street is currently under technical review by the Town of Bradford West Gwillimbury (Town of Bradford West Gwillimbury, 2022b).

## 6. Summary and Conclusion

A high-level overview of the land use factors was completed in order to identify the current land use conditions, and the potential impacts of the project on the existing and planned/future land uses within the Study Area. The project is located within two upper tier municipalities that includes the Simcoe County and the York Region, and three lower tier municipalities that includes the Town of Bradford West Gwillimbury, Township of King, and the Town of East Gwillimbury. The Study Area consists of a mix of land use that includes Industrial, Commercial, Agricultural including Holland Marsh Speciality Crop Area, Residential, Employment Area, Open Space, Natural Heritage System and Environmental Protection Area, and Recreation Area.

This Report updates AECOM's 2020 Land Use Factors Report, to account for the advancement of the Preliminary Design and project-specific assessment of environmental impacts for the Bradford Bypass. The update is timely given changes to the planning policies that have occurred since that time. The upper tier Official Plans, in this case the Simcoe County Official Plan and the YROP have been updated to be aligned with the Growth Plan 2020, and accommodate growth to the year 2051. The most significant change in the revised Official Plans have been the expansion of urban boundaries to accommodate growth to the year 2051.

The development of the Bradford Bypass has been recognized from a land use perspective since the original EA was approved in 2002. As a result, the planning for land use since that time has included the Bradford Bypass as a major factor in determining future land use. The new development in the urban areas in proximity to the Bradford Bypass has been limited, and mitigation measures including, but not limited to, sound barriers and building setbacks, etc. have been incorporated into the development approvals adjacent to the Bradford Bypass. Additionally, since the enactment of the Greenbelt Plan in December 2005, urbanization in Greenbelt area has been restricted. However, since the 2002 Approved EA for the project, environmental conditions within the Study Area have changed, environmental policies and legislative requirements have been amended, and highway design standards have been updated. As part of the Preliminary Design and project-specific assessment of environmental impacts, in accordance with O. Reg. 697/21, an Environmental Conditions Report (AECOM, 2022) was prepared to provide a description of the existing environmental conditions related to the project and documented the changes to the previously identified Technically Preferred Route approved in the 2002 Environmental Assessment. The refined alignment of Bradford Bypass in some areas does not completely follow the alignment of the 2002 Technically Preferred Route. It is anticipated that the local municipalities, including the Town of Bradford West Gwillimbury, will need to amend their Official Plan to include the refined alignment of the Bradford Bypass, and reconsider the proper land uses on those lands currently designated as 'Highway 400-404 Link (Future) for the Bradford Bypass but no longer planned for that purpose due to design refinements. Establishment of the Preliminary Design for refined alignment of Bradford Bypass will also enable Township of King and the Town of East Gwillimbury to more clearly identify the corridor in their next Official Plan updates.

The Township of King adopted a new Zoning By-law on September 22, 2022. It is anticipated that the Town of Bradford West Gwillimbury and the Town of East Gwillimbury will need to update their Zoning By-laws to implement their recently adopted Official Plans, which will include the zoning for the Bradford Bypass and appropriate setbacks for future development from the Bradford Bypass.

The Simcoe County and York Region are expected to grow significantly in populations and employments over the coming decades according to the Growth Plan 2020. Much of this growth will occur in proximity to the Bradford Bypass. As noted previously, the Bradford West Gwillimbury urban area will likely expand north of the Bradford Bypass in order to provide sufficient land to accommodate the 2051 population and employment growth. In East Gwillimbury, it is anticipated that the improved high order transportation will likely expedite the development of the Queensville community located just south of the Bradford Bypass. The interchange of the Bradford Bypass and Highway 404 will create a desirable location for various employment and residential uses in this area. Since lands in King Township are subject to the Greenbelt Plan policy, the Bradford Bypass is unlikely to impact future land use in the vicinity of the Bradford Bypass in the Township of King.

The Bradford Bypass serves the significant growth and economic development by providing an appropriate infrastructure connection among settlement areas and improving the movement of goods, while providing a safe commute over a shorter period of time. The overall impact of the Bradford Bypass is expected to be positive as it would relieve congestion on existing east-west local roads and provide a northern freeway connection between Highway 400 and Highway 404.

There is the potential for direct / indirect impacts to natural areas; however, those impacts are being reviewed separately in further detail with the results to be provided in the Terrestrial Ecosystem Existing Conditions and Impact Assessment Report (AECOM, 2023a), will be available under a separate cover.

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.

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. However, those impacts are being reviewed separately in further detail with the results to be provided in the Agricultural Impact Assessment Report (DBH Soil Services Inc., 2023), will be provided under a separate cover.

Potential impacts to local residents and residential properties may include impacts on regular traffic flow (due to temporary traffic congestions) and travel time during construction; however, these effects are all temporary in nature, and will be reduced by the implementation of appropriate mitigation measures and will eventually diminish after completion of construction.

Where possible, the Bradford Bypass will avoid impacts to private properties, such as impacts to driveways and property access. The potential property impacts have been investigated as part of Preliminary Design, and will be further confirmed during Detail Design.

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

Ongoing consultation with emergency services, businesses, local residents, student transportation companies, area municipalities and key stakeholders during future Detail Design and construction regarding traffic staging, detours and other temporary traffic impacts will assist in minimizing adverse effects.

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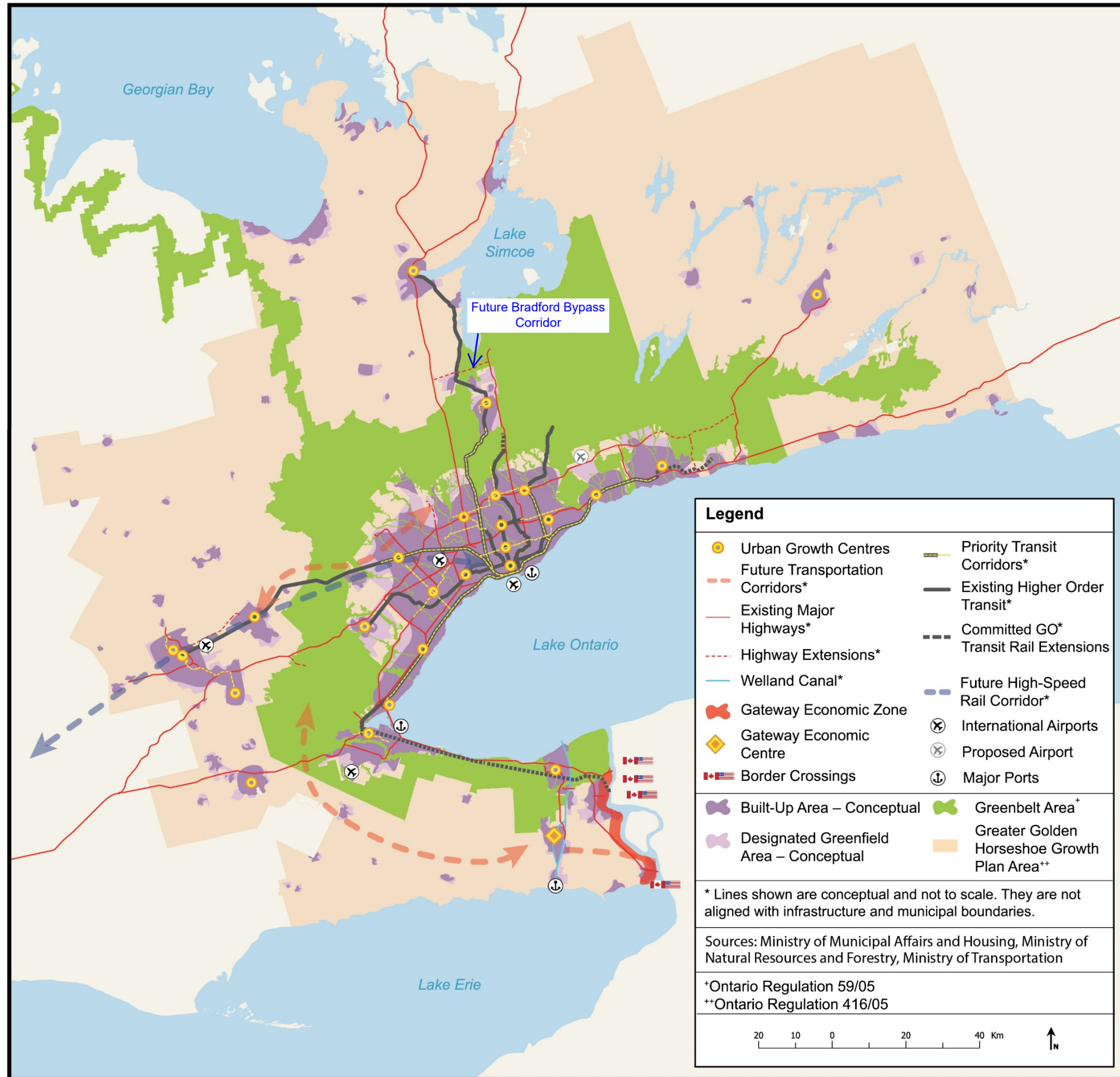
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# Appendix A.

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## Schedule 2 A Place to Grow Concept



SCHEDULE 2  
A Place to Grow Concept

Note: The information displayed on this map is not to scale, does not accurately reflect approved land-use and planning boundaries, and may be out of date. For more information on precise boundaries, the appropriate municipality should be consulted. For more information on Greenbelt Area boundaries, the Greenbelt Plan should be consulted. The Province of Ontario assumes no responsibility or liability for any consequences of any use made of this map.

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