



APPENDIX A
Public Consultation -
Updated





CITY OF BRANTFORD MASTER SERVICING PLAN AND TRANSPORTATION MASTER PLAN - 2051 GROWTH AMENDMENT ENVISIONING OUR CITY: 2051

Notice of Addendum

Water, Wastewater, and Stormwater Master Servicing Plan Update 2051 Amendment and Transportation Master Plan Update 2051 Addendum

The City's 2020 Master Servicing Plan Update and 2020 Transportation Master Plan Update were completed to accommodate the 2041 growth scenario in line with Amendment 2 of the Province's A Place to Grow: Growth Plan for the Greater Golden Horseshoe. However, in the summer of 2020 the Province provided revised growth projections including a forecast growth horizon to 2051.

The 2020 Master Servicing Plan Update and Transportation Master Plan Update were finalized in January 2021 and addressed growth needs to the 2041 growth horizon. To accommodate the new 2051 growth horizon provided by the Province, the Master Servicing Plan Update – 2051 Amendment (MSP) and Transportation Master Plan Update – 2051 Addendum (TMP) are being completed.

Master Servicing Plan Update – 2051 Amendment



The objective of the City's 2020 Master Servicing Plan Update was to develop a comprehensive plan that incorporated all facets of the management, expansion, and funding of the water, wastewater, and stormwater systems for the entire city, including servicing of the Boundary Expansion Lands, to the year 2041. The objective of the Master Servicing Plan Update – 2051 Amendment study is to review and update the 2020 Master Servicing Plan Update to ensure that the recommendations meet the needs to the revised 2051 growth horizon.

Transportation Master Plan Update – 2051 Addendum



The objective of the City's 2020 Transportation Master Plan Update was to develop a balanced strategy for the servicing and operation of important transportation infrastructure within the entire City, including the Boundary Expansion Lands, to the year 2041. The objective of the Transportation Master Plan Update – 2051 Addendum study is to review and update the 2020 Transportation Master Plan Update to ensure that the recommendations meet the needs to the revised 2051 growth horizon.

The MSP Amendment and TMP Addendum are being completed as separate Environmental Assessment (EA) studies in accordance with the requirements of the Municipal Engineers Association (MEA) Class Environmental Assessment process for master planning (MEA, June 2000, as amended in 2007, 2011, 2015 and 2020). The studies are being undertaken based on Phases 1 and 2 of the Class EA processes for Master Plans.

We Want to Hear from You!

These studies are now initiating the 45-day public review period. Copies of the MSP and TMP Study Reports will be available for public review at the City's website (link below). The Study Reports will be available for review and comments for a 45-day period, beginning on **June 17, 2021** and ending **August 3, 2021**.

www.brantford.ca/MasterServicingPlan
www.brantford.ca/TransportationMasterPlan

During this period, the public is encouraged to review the final reports and provide comments to the study's Project Managers listed below. If you have any questions or comments, or wish to obtain more information, please contact:

Master Servicing Plan

Julien Bell, P.Eng.

Consultant Project Manager

GM BluePlan

330 Trillium Drive, Unit D

Kitchener, ON N2E 3J2

Phone: 519-748-1440 ext. 4264

Email: julien.bell@gmblueplan.ca

Transportation Master Plan

Paul Bumstead, B.E.S.

Consultant Project Manager

Dillon Consulting Limited

235 Yorkland Boulevard Suite 800

Toronto ON M2J 4Y8

Phone: 905-260-4887

Email: pbumstead@dillon.ca

Sharon Anderson, P.Eng.

MSP Project Manager

100 Wellington Square

Brantford, ON N3T 2M2

Phone: 519-759-4150 ext. 5412

Email: andersonsh@brantford.ca

Sharon Anderson, P.Eng.

TMP Project Manager

100 Wellington Square

Brantford, ON N3T 2M2

Phone: 519-759-4150 ext. 5412

Email: andersonsh@brantford.ca

If these comments or concerns cannot be resolved through discussions with the City, a person or party may submit an order request to the Ministry of the Environment, Conservation and Parks, requesting a higher level of study or conditions be imposed.

Requests should specify what kind of order is being requested (request for additional conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy those potential adverse impacts, and any information in support of the statement in the request. This will ensure that the ministry is able to efficiently begin reviewing the request. The request should be submitted on provincial form *012-2206E Part II Order* sent in writing, or by email, to both:

Minister
Ministry of the Environment, Conservation and
Parks
777 Bay Street, 5th floor
Toronto, ON M7A 2T5
Minister.mecp@ontario.ca

Director, Environmental Assessment and
Permissions Branch
Ministry of the Environment, Conservation and
Parks
135 St. Clair Ave. West, 1st Floor
Toronto, ON M4V 1P5
EABDirector@ontario.ca

Requests should also be sent to the City representatives by mail or by e-mail.

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

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CONVERSATION



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[@CityofBrantford](https://twitter.com/CityofBrantford)

From: [REDACTED]
Sent: Thursday, July 15, 2021 9:15 AM
To: Sharon E. Anderson
Cc: [REDACTED]
Subject: RE: Brantford - Notice of Addendum and 45 day review period - Transportation Master Plan Update: 2051 Addendum

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Sharon;

Further to our telephone conversation, there still seem to be some reluctance to totally embrace the new roundabout policy.

As mentioned, I reviewed the 2020 BRANTFORD TRANSPORTATION MASTER PLAN UPDATE March 2021 and the draft 2051 Addendum.

2020 BRANTFORD TRANSPORTATION MASTER PLAN UPDATE March 2021

a. **Section 3.4.5.2 – p.62.** I was pleased that the document recognized the importance of roundabouts

Comment - However I was quite surprised that on p.63 regarding the Objective of Roundabouts.

“Roundabouts should be considered the default intersection control for new developments unless all way stop or signal control is proven to be a superior choice, particularly at two-lane road intersections.”

Why would these two restrictive comments be made. They could have the effect of limiting (biasing) the use of roundabouts to new and two lane intersections?

Roundabouts should be considered for both redevelopment for existing intersections and multiple lane road intersections. In my opinion, a perfect example of an intersection that should have been a roundabout, was the recently redeveloped Terrace Hill / Paris Road intersection. A roundabout at this location would have been much safer and moved traffic more efficiently.

b. **Section 5.3.2.2 on p. 58 reads:**

There are typically four reasons for implementing roundabouts, which answer the question “What are we trying to achieve with roundabout implementation?”:

- Improve Operations – reduce delay for high volume turning movements
- Traffic Calming – reduce speed
- Improve Safety – reduce conflicts
- Gateway – visual cue re: changing environment

Comment: surely this section needs to include “Lifetime Cost” of a roundabout vs. a signalized intersection. According to an example provided by the Transportation Association of Canada, a reconfigured signalized intersection costs \$1.2 million to construct, with a 20 year lifecycle cost of \$9.3 million which includes costs for maintenance, collisions and congestion.

That costs compares to the capital cost of a roundabout at \$1.6 million with a 20 year life cycle cost of \$5.3 million.

So a 20 year signalized intersections 20 year lifetime total is \$10.5 million and a roundabouts is \$6.9 million.

That is a saving of \$3.6 million tax dollars.

Addendum 2051

a. I believe that sections 3.4.1.4 Crossings, 3.4.2 Cycling, 3.4.2.7 Crossroads and 3.4.3.3 Stops indicate that these sections “remain as documented in the 2020 TMP Update”.

Comment: All of these sections either need to be updated to include roundabout examples or the 2041 March update needs to be modified. Perhaps there are also other sections that need updating to be more inclusive of roundabouts.

b. Table 5.6 : Road Infrastructure Recommendations by Time Frame

This table indicates the cost for the improvements for various road work. I speculate that when many of these roads are modified from their current configurations, intersections would need to be modified.

Comment: To provide future direction, where roundabouts are a possibility, should the chart not compare the lifetime cost of a signalized intersection with a roundabout.

Finally, recently the Mayor stated we should be developing our future transportation needs jointly with the County. Has County staff been specifically asked to comment on these documents?

Regards

[REDACTED]

From: Sharon E. Anderson
Sent: Thursday, July 29, 2021 5:10 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Brantford - Notice of Addendum and 45 day review period - Transportation Master Plan Update: 2051 Addendum

Mr. [REDACTED],

Thank you for submitting your comments to the City's Transportation Master Plan (TMP) – 2051 Amendment, they will be included in the project record.

I have discussed your comments with the TMP project team and the group response is as follows. The text in bold is a summary of your question followed by the response in un-bolded text.

1. Section 3.4.5.2 wording concerns and reference to Terrace Hill/Paris Road Intersection

- a. The wording identified in quotes has been taken directly from the objectives section of the Public Works 022 – Roundabout Installation Policy approved by City Council on September 22, 2020. Which reads:
- i. Roundabouts should be considered the default intersection control for new developments unless all way stop or signal control is proven to be a superior choice, particularly at 2 lane road intersections. As such, the goal of this policy is to develop a set of procedures to screen and assess whether subject intersections should be roundabout controlled:
 - 1. define a roundabout and its core elements, in comparison to other types of circular intersections;
 - 2. discuss principles of considerations (advantages vs disadvantages);
 - 3. lay out the initiation, planning (screening and assessment phases), review and approval process.
- b. The wording in the policy is meant to express the City's expectation that moving forward for new intersections roundabouts will be the first choice for intersection control. An intersection control study would need to be undertaken on a case by case basis to determine if the roundabout is viable from a design perspective and preferred from an operational perspective. This does not mean that roundabouts will not be considered at existing intersections. Not all intersections will be converted to roundabout control but at such time as an intersection's operation is impacted by development or growth results in diminished operation and safety, then the same intersection control study would be undertaken to confirm the appropriateness of implementing roundabout control.
- c. The Transportation Master Plan is a strategic document addressing the long term system wide needs. It is appropriate to acknowledge that there are policies that govern this future potential, but it is not expected that the TMP make recommendations on operational issues and existing locations. Such scope would be addressed by City staff on a case by case basis.
- d. In regards to the provided example of Terrace Hill/Paris Road Intersection, the work on this intersection was completed prior to the approval of the Roundabout Policy. The modifications to this intersection were approved through an Environmental Assessment which was completed in November 2009. The first stage of this project, completed in 2019, included re-configuration of the intersection at Terrace Hill to be compatible with the proposed installation of a signal controlled pedestrian crossing that was the preferred plan from the Environmental Assessment. The pedestrian crossing will be installed with the completion of the bridge modifications and changes to the sidewalk.

2. Section 5.3.2.2 Lifetime Cost calculation

- a. The commentary provided in Section 5.3.2.2 related to roundabouts is meant to align potential roundabout implementation locations with the recommended Transportation System Management. It is not an assessment or evaluation that confirms that a roundabout is the preferred or recommended solution over traditional intersection control. As stated above, a more

detailed assessment (Intersection Control Study) is required. That study would include a range of evaluation criteria, including the capital and lifecycle costs assessment.

b. With regard to lifecycle cost considerations, local conditions can have a significant effect on the capital cost in the example identified. Local conditions with feasibility and/or cost impacts can include: property impacts, mitigation of impacts to environmental constraints, constructability of roundabout implementation regardless of potential cost and safety conditions (e.g. proximity to rail and other infrastructure may be improved or worsened by a roundabout). These would be addressed as part of more detailed future studies and are not within the scope of the TMP.

3. Sections 3.4.1.4, 3.4.2, 3.4.2.7 and 3.4.3.3 Roundabout Examples in the 2051 or 2041 document.

a. The 2041 document is complete, no revisions can be made to that document. For the 2051 Addendum document, as previously discussed, Section 3.4.5.2 Intersections will be updated to include graphics related to roundabout design and operation, including cycling and pedestrian treatment. The other sections listed will not be updated as they provide a description of the design element with generic examples along a corridor or at an intersection.

4. Table 5.6 Road Infrastructure Recommendations should this not include lifetime cost comparisons for intersections.

a. It is confirmed that intersection design elements along an improved corridor will need to be modified. The costs identified in the TMP are strategic costs based on benchmark unit costs for infrastructure. Intersection control costs are included. Traditional intersection control costs were applied as roundabout capital costs can vary significantly depending on the location (greenfield to retrofit) and property requirements (size and location of roundabout). As stated above, a more detailed assessment (Intersection Control Study) is required to confirm roundabout implementation and that study would include a range of evaluation criteria, including the capital and lifecycle costs assessment.

5. Have County staff been specifically asked to comment on these documents?

a. The County was invited to participate in the consultation events and review project material. Meetings were held in August and October 2020 with the County to discuss the outcomes of the TMP and issues that would need to be addressed in a Joint Study. At that time City and County staff created a plan to complete the Joint Study by Q3 2021. Unfortunately resources were not available to continue the work starting from November 2020 and the County began work on their Transportation Master Plan. Work on the Joint Study is expected to begin again once resources are available, this is currently estimated to be Q4 2021.

The new roundabout examples will be included with the final TMP – 2051 Amendment document which will be issued after the 45 day Public Review Period has closed and all comments received have been reviewed and accommodated where possible.

Should you have any further questions please let me know.

Regards
Sharon

Sharon Anderson, P.Eng.
Supervisor of Asset Management

City of Brantford – Public Works Commission
Engineering Services
58 Dalhousie St, Brantford, Ontario N3T 2J2
p: 519.759.4150 x5412 | f: 519.754.0724 | w: www.brantford.ca





Leo F. Longo
Direct: 416.865.7778
E-mail: mhelfand@airdberlis.com

July 28, 2021

VIA EMAIL: andersonsh@brantford.ca

Sharon Anderson, P.Eng.
MSP Project Manager / TMP Project Manager
City of Brantford,
100 Wellington Square,
Brantford, Ontario
N3T 2M2

Dear Ms. Anderson:

Re: Transportation Master Plan – 2051 Addendum

Aird & Berlis LLP are lawyers for the owners of lands municipally known as 218 Powerline Road, Brantford.

Further to our previous comment letter, dated January 2, 2021, we appreciate the opportunity to provide further commentary in respect of the Transportation Master Plan 2051 Addendum (“**TMP Addendum**”).

218 Powerline Road has a frontage of 311 metres along Powerline Road. Powerline Road is described as a Major Arterial which, under the TMP Addendum, is proposed to be widened to 4 lanes throughout most of the City by 2030. The TMP Addendum identifies Powerline Road with good capacity conditions to 2051 under the future “Do Minimal” screenline summary. The TMP Addendum provides no indication that the residential development of 218 Powerline Road would introduce any undue capacity constraints on Powerline Road, or the broader road network.

Moreover, the TMP continues to recognize the importance of connected and continuous communities in order to support active transportation. The Active Transportation Plan elements included in the 2020 Transportation Master Plan Update are unchanged in the TMP Addendum. Given that 218 Powerline Road is surrounded by existing and future Community Area lands, 218 Powerline Road could easily be integrated into the City’s proposed Active Transportation Network.

Accordingly, it continues to be our position that the 218 Powerline Road lands could be developed with its subdivision local roads connecting to Powerline Road, and/or, where appropriate, to the existing Brantwood Park residential subdivision to the west. The TMP Addendum reinforces that the development of 218 Powerline Road could occur with minimal to no disruption to the City’s planned transportation framework.

July 28, 2021
Page 2

If you have any questions please do not hesitate to contact the undersigned.

Yours truly,

AIRD & BERLIS LLP

A handwritten signature in black ink that reads "Leo Longo". The signature is written in a cursive, flowing style.

Leo F. Longo
Partner
LFL/MH

Cc. Peter Van Loan (Aird & Berlis LLP)
Jay Hitchon (Waterous Holden Amey Hitchon LLP)
Client



Leo Longo
Aird Berlis LLP
181 Bay Street, Suite 1800
Toronto, Canada
M5J 2T9

September 10, 2021

Dear Mr. Longo,

Subject Line: Transportation Master Plan 2051 Addendum

Thank you for your interest in the City's Transportation Master Plan – 2051 Addendum and your comments as they relate to 218 Powerline Road.

Further to your letter dated July 28, 2021, we would like to state that it is not within the scope or the authority of the Transportation Master Plan (TMP) to make changes to the City's Official Plan or to make recommendations on the City's land use designations and/or the re-designation of lands. Please note that the Ministry of Municipal Affairs and Housing approved the new City of Brantford Official Plan, Envisioning Our City: 2051, with modifications, effective August 5, 2021.

Notwithstanding the above we would like to provide the following comments related to your comment that the 218 Powerline Road lands could be developed with its subdivision local roads connecting to Powerline Road, and/or, where appropriate to the existing Brantwood Park residential subdivision to the west:

- 218 Powerline Road is not within the Settlement Area Boundary delineated in the new, approved Official Plan. It is not within a block of the City identified as part of the preferred land use scenario in the Official Plan Municipal Comprehensive Review and therefore the transportation requirements for this block have not been included in the future 2051 condition. The TMP is a strategic assessment of the arterial and major collector road needs. Local roads, related to the development of land use blocks, are not within the scope of the TMP.
- However, it is noted that to preserve the function of a major arterial, direct subdivision local road connections to Powerline Road, as described in your comment, would not be desirable. At this time it is unclear where connections to the existing Brantwood Park residential subdivision could be made without significant impacts to the existing neighbourhood. The assessment of such local road needs and connections would need to be the subject of a more detailed



traffic study as part of a future Block Plan process for the block containing 218 Powerline Road. A future Block Plan process would occur only after the lands are added to the Settlement Area and re-designated for urban uses through an Official Plan amendment.

If you have any other questions or require additional information please feel free to contact the undersigned.

A handwritten signature in black ink, appearing to read "Mike Abraham".

Mike Abraham
Manager of Infrastructure Planning

A handwritten signature in blue ink, appearing to read "Gary Peever".

Gary Peever
Manager of Development Engineering

CC:

Matthew Helfand, Aird Berlis
Terry Patterson, Aird Berlis
Peter Van Loan, Aird Berlis
Jay Hitchon, Waterous Holden Amey Hitchon
Paul Bumstead, Dillon Consulting
Alan Waterfield, City of Brantford
Steve Dyjach, City of Brantford
Sharon Anderson, City of Brantford
Russ Loukes, City of Brantford
Nicole Wilmot, City of Brantford

From: Del Villar Cuicas, Joan (MECP) [mailto:Joan.DelVillarCuicas@ontario.ca]
Sent: Tuesday, August 3, 2021 9:10 PM
To: Sharon E. Anderson
Cc: Potter, Katy (MECP)
Subject: RE: Brantford - Notice of Addendum and 45 day review period - Master Servicing Plan Update: 2051 Amendment and Transportation Master Plan Update: 2051 Addendum

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Hello Sharon,
Thank you for circulating the City of Brantford Master Servicing Plan Update: 2051 Amendment and Transportation Master Plan Update" 2051 Addendum for review and the opportunity to comment.

We would like to offer the following comments for your consideration:

1. There is a discrepancy in the Transportation Master Plan. Section 1.3 (Study Approach) indicates that this EA follows Master Planning Approach #1, however, Section 1.2 (Study Objectives), Item 3, indicates that this Master Plan will satisfy EA requirements for Schedule B undertakings.
2. The Notice of Addendum should reflect the changes made to the Environmental Assessment Act in July 2020, which resulted in a scoping of what grounds a s.16 order/Part II order request can be made on. Section 16(6) of the *Environmental Assessment Act* provides that a request for an order can be made only on the grounds that the order may prevent, mitigate, or remedy adverse impacts on existing Aboriginal and treaty rights of the Aboriginal peoples of Canada as recognized and affirmed in section 35 of the Constitution Act, 1982.
3. The appropriated Indigenous communities have been notified, however there was not indication that these communities were provided sufficient opportunity to be made aware of the amendment and addendum. Any efforts of follow- up (emails/phone calls) by the proponent should be documented in the record of consultation that accompanies the Class EA documentation.

Should you or any members of your project team have any questions regarding the material above, please contact me.

Regards,

Joan Del Villar Cuicas
Regional Environmental Planner
Project Review Unit | Environmental Assessment Branch
Ontario Ministry of the Environment, Conservation and Parks
Joan.delvillarcuicas@ontario.ca | Phone: 365-889-1180

From: **Sharon E. Anderson** <andersonsh@brantford.ca>

Date: Wed, 8 Sept 2021 at 14:13

Subject: RE: Brantford - Notice of Addendum and 45 day review period - Master Servicing Plan Update: 2051 Amendment and Transportation Master Plan Update: 2051 Addendum

To: Del Villar Cuicas, Joan (MECP) <Joan.DelVillarCuicas@ontario.ca>

Cc: Potter, Katy (MECP) <Katy.Potter@ontario.ca>, Julien Bell - GM BluePlan <julien.bell@gmblueplan.ca>, Alyssa Kochanski - GM BluePlan <Alyssa.Kochanski@gmblueplan.ca>, Bumstead, Paul <pbumstead@dillon.ca>

Hello Joan,

Thank you for the Ministry of Environment, Conservation and Parks' comments as they relate to the City's Master Servicing Plan Update: 2051 Amendment and Transportation Master Plan: 2051 Addendum.

Further to your email dated August 3rd, 2021 I would like to provide the following responses:

1. Your first comment is related to the Transportation Master Plan and is not applicable to the Master Servicing Plan. That said, it is acknowledge that the text identified in Section 1.2 Item 3 is somewhat misleading as it relates to Schedule B projects. The Project Summary, Section 1.2 and Section 1.3 text in the TMP Executive Summary and main text will be updated to provide specific detail contained within the MCEA as it relates to the Master Plan Process and what it specifically means for Schedule B and C projects. Text will also be added to identify whose responsibility it will be for completing the technical analysis required for the Project File for the Schedule B projects.
2. The City will coordinate internally to ensure that future notice language appropriately reflects the highlighted changes to the EAA.
3. Minutes of meetings held with the Six Nations of the Grand River have been included in Volume 6 of the Master Servicing Plan Update: 2051 Amendment. Additional logs of phone conversations with various community representatives will be added to Volume 6 prior to finalization.

Regards
Sharon

Sharon Anderson, P.Eng.
Supervisor of Asset Management

City of Brantford – Public Works Commission

Engineering Services

58 Dalhousie St, Brantford, Ontario N3T 2J2

p: 519.759.4150 x5412 | f: 519.754.0724 | w: www.brantford.ca



**Ministry of Heritage, Sport,
Tourism and Cultural Industries**

Programs and Services Branch
401 Bay Street, Suite 1700
Toronto, ON M7A 0A7
Tel: 613.242.3743

**Ministère des Industries du Patrimoine,
du Sport, du Tourisme et de la Culture**

Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto, ON M7A 0A7
Tél: 613.242.3743



August 3, 2021

EMAIL ONLY

Paul Bumstead, B.E.S.
Consultant Project Manager
Dillon Consulting Ltd.
235 Yorkland Boulevard, Suite 800
Toronto, ON M2J 4Y8
pbumstead@dillon.ca

MHSTCI File : 0012024
Proponent : The City of Brantford
Subject : Notice of Addendum – Municipal Class EA
Project : Transportation Master Plan Update - 2051
Location : Brantford

Dear Paul Bumstead:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the above referenced notice and the Transportation Master Plan Update – 2051 completed by Dillon Consulting (dated, June 2021). MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage.

Project Summary

The objective of the Transportation Master Plan Update – 2051 Addendum study is to review and update the 2020 Transportation Master Plan Update to ensure that the recommendations meet the needs to the revised 2051 growth horizon. The TMP Addendum is being completed as an Environmental Assessment (EA) study in accordance with the requirements of the Municipal Engineers Association (MEA) Class Environmental Assessment process for master planning (MEA, June 2000, as amended in 2007, 2011, 2015 and 2020). The studies are being undertaken based on Phases 1 and 2 of the Class EA processes for Master Plans.

Project Comments

Section 1.3 (Study Approach) indicates that this EA follows Master Planning Approach #1, however, Section 1.2 (Study Objectives), Item 3, indicates that this Master Plan will satisfy EA requirements for Schedule B undertakings. Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

Archaeological Resources

This EA project may impact archaeological resources, any individual Schedule B MCEA undertakings proceeding as part of the master plan should be screened using the MHSTCI [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MHSTCI archaeological sites data are available at archaeology@ontario.ca. If the EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the OHA, who is responsible for submitting the report directly to MHSTCI for review.

Built Heritage Resources and Cultural Heritage Landscapes

Any individual Schedule B MCEA undertakings proceeding as part of this master plan should be screened for impacts to cultural heritage resources using the MHSTCI [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#). Where potential or known heritage resources exist, MHSTCI recommends a Heritage Impact Assessment (HIA), prepared by a qualified consultant, be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send HIAs to MHSTCI for review, and making them available to local organizations or individuals who have expressed interest in review.

Environmental Assessment Reporting

Technical cultural heritage studies are to be undertaken by a qualified person who has expertise, recent experience, and knowledge relevant to the type of cultural heritage resources being considered and the nature of the activity being proposed. Technical cultural heritage studies should be completed prior to the completion of the Master plan to inform the selections and design of preferred alternatives. Please provide MHSTCI with any technical cultural heritage studies completed for this master plan prior to detailed design.

Thank you for consulting MHSTCI on this project. If you have any questions or require clarification, do not hesitate to contact me.

Sincerely,

Joseph Harvey
Heritage Planner
Heritage Planning Unit
joseph.harvey@Ontario.ca

Copied to: Sharon Anderson, TMP Project Manager, City of Brantford
Joan Del Villar Cuicas, Environmental Resource Planner & EA Coordinator, MECP

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MHSTCI makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MHSTCI if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the [Registrar, Burials of the Ministry of Government and Consumer Services](#) must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

September 24, 2021



Sent via Electronic Mail

Ministry of Heritage, Sport, Tourism and Cultural Industries
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto, ON
M7A 0A7

Attention: Joseph Harvey, Heritage Planner
Heritage Planning Unit
joseph.harvey@Ontario.ca

Re: City of Brantford - Transportation Master Plan Update - 2051– Notice of Addendum – Municipal Class EA - Response

Dear Joseph:

Thank you for your interest in the City's Transportation Master Plan – 2051 Addendum and your comments of August 3, 2021 as they relate to the MHSTCI's mandate to conserve Ontario's cultural heritage.

The Project Team confirms that the EA follows Master Planning Approach #1. As stated in Appendix 4 of the Municipal Class EA (MCEA) manual:

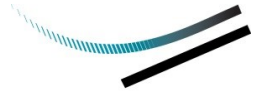
"This approach involves the preparation of a Master Plan document at the conclusion of Phases 1 and 2 of the Municipal Class EA process. The Master Plan document would be made available for public comment prior to being approved by the municipality. Typically, the Master Plan would be done at a broad level of assessment thereby requiring more detailed investigations at the project-specific level in order to fulfil the Municipal Class EA documentation requirements for the specific Schedule B and C projects identified within the Master Plan

The Master Plan would therefore become the basis for, and be used in support of, future investigations for the specific Schedule B and C projects identified within it. Schedule B projects would require the filing of the Project file for public review while Schedule C projects would have to fulfil Phases 3 and 4 prior to filing an Environmental Study Report (ESR) for public review."

...cont'd

235 Yorkland Blvd.
Suite 800
Toronto, Ontario
Canada
M2J 4Y8
Telephone
416.229.4646
Fax
416.229.4692

Dillon Consulting
Limited

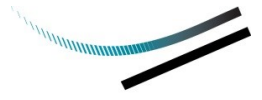


With this in mind, we note that the text identified in Section 1.2, Item 3 is incomplete and somewhat misleading as it relates to Schedule B projects. Additional text is required that outlines that while the planning phase of the Schedule B project is complete at the end of Phase 2 (completion of the Master Plan), a Project File is required to be opened that not only documents the problems and alternatives to but also includes commitments to undertake other detailed technical analysis and studies as required, including a project's potential impact on cultural heritage resources. Beyond the Master Plan task completed the Project File is to include:

- a description / inventory of the environment;
- the alternative solutions considered and the evaluation;
- process followed to select the preferred solution; and
- follow-up commitments, including any monitoring necessary. The technical analysis and studies would be undertaken as part of the design process for the development area by the developer.

Section 1.2 and Section 1.3 text in the TMP 2050 Addendum be updated to provide specific detail contained within the MCEA as it relates to Master Plan Process and what it specifically means for Schedule B and C projects. Text will also be added to identify whose responsibility it will be for completing the technical analysis required for the Project File for the Schedule B projects.

Page 3
Joseph Harvey, Heritage Planner
Ministry of Heritage, Sport, Tourism and Cultural Industries
September 24, 2021



If you have any other questions or require additional information at pbumstead@dillon.ca or 1-905-260-4887.

Yours sincerely,

DILLON CONSULTING LIMITED

Paul Bumstead, B.E.S.
Senior Consultant

PB:pb

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From: **Harvey, Joseph (MHSTCI)** <Joseph.Harvey@ontario.ca>

Date: Mon, 18 Oct 2021 at 16:28

Subject: RE: Files 0012024: Brantford - Notice of Addendum and 45 day review period - Transportation Master Plan Update: 2051 Addendum

To: Bumstead, Paul <pbumstead@dillon.ca>

Cc: andersonsh@brantford.ca <andersonsh@brantford.ca>, Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>, Del Villar Cuicas, Joan (MECP) <Joan.DelVillarCuicas@ontario.ca>

Hi Paul,

Thank you for your response and please accept my apologies for the late response. Thanks for confirming this EA follows Master Planning Approach 1. As indicated in your letter, Appendix 4 of the Municipal Class EA (MCEA) manual notes that, for Master Plans proceeding according to Master Planning Approach 1, all identified Schedule B and C MCEA projects require the filing of a EA project file report for public review.

The letter also states that “Section 1.2 and Section 1.3 text in the TMP 2050 Addendum be updated to provide specific detail contained within the MCEA as it relates to Master Plan Process and what it specifically means for Schedule B and C projects. Text will also be added to identify whose responsibility it will be for completing the technical analysis required for the Project File for the Schedule B projects.” We would appreciate if you could send the updated Addendum document for our records.

Thank you for consulting with MSHTCI. Please do not hesitate to contact me if you have any further questions or concerns

Joseph Harvey | Heritage Planner

Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit

Ministry of Heritage, Sport, Tourism and Culture Industries

613.242.3743

Joseph.Harvey@ontario.ca

Staff: Mike Abraham

Position: Manager of Infrastructure Planning

Project: Master Servicing Plan & Transportation Master Plan

Organization/Stakeholder: Six Nations of the Grand River (CAP Team), Mississaugas of the Credit First Nation

To:	Robin Linn (Vanstone)
Organization:	Six Nations of the Grand River
Date/Time:	August 18 th , 2020 (3:00pm)
Discussion Topic:	Introduction as City Representative for Infrastructure Planning EAs
Summary of Discussion:	<p>Introduced as project lead and contract for City EA projects related to Infrastructure Planning. Projects to include Master Servicing Plans, Transportation Master Plans, new road construction EAs, road widening EAs etc.</p> <p>Robin and I discussed and shared our backgrounds and experiences with EAs. Robin discussed Six Nations expectations with communication on City EAs and development projects.</p> <p>Robin discussed pasted agreements including the Haldimand Tract and the goal of her the Six Nations CAP team and as a Consultation Supervisor.</p>
Action Items:	N/A
Notes:	<ol style="list-style-type: none"> Most of the discussion was around development projects. Robin expressed concern about not being consulted on development projects and not receiving appropriated documents from developers.

To:	Robin Linn (Vanstone)
Organization:	Six Nations of the Grand River
Date/Time:	January 29 th , 2021 (9:30am)
Discussion Topic:	Updates on Master Servicing Plan
Summary of Discussion:	<p>Discussed the purpose of the 2051 MSP amendment and asked if there were any additional questions regarding the 2041 MSP report that was sent to Robin and her team December 3rd, 2020 and/or previous MSP meeting on December 11th.</p> <p>Robin mentioned the poor circulation of development reports related to archaeological phases.</p> <p>Discussion around Oak Park Road and upcoming PIC meetings and concern about archaeological work, Tufa Mounds and any work around the river front of the Grand River. Discussed the possibility to site visit to view the Tufa Mounds.</p>
Action Items:	N/A
Notes:	

To:	Robin Linn (Vanstone)
Organization:	Six Nations of the Grand River
Date/Time:	April 22 nd , 2021
Discussion Topic:	Coordination of Master Servicing Plan Presentation & Next Steps
Summary of Discussion:	Discussed the upcoming meeting for the 2051 MSP amendment that city staff and the city's consultant will be present to answer any questions. Robin spoke to re-issuing the meeting invite due to staff changes within the Six Nations CAP Team.
Action Items:	1. Meeting invite via virtual re-issued
Notes:	N/A

To:	Robin Linn (Vanstone)
Organization:	Six Nations of the Grand River
Date/Time:	June 3 th , 2021
Discussion Topic:	Environmental Assessment Updates
Summary of Discussion:	Primary discussion around City Council direction to pause OPRE EA. Discussed May's MSP/TMP presentations and if the SN CAP team had any additional questions. Next steps discussed ie. Public review period to start end of June with an anticipated final MSP/TMP for mid-Fall 2021.
Action Items:	
Notes:	N/A

To:	Fawn Sault
Organization:	Mississaugas of the Credit First Nation
Date/Time:	June 8th, 2021
Discussion Topic:	Environmental Assessment Updates
Summary of Discussion:	Primary discussion around City Council direction to pause OPRE EA. Minor discussion on 2051 MSP/TMP amendment (final completion date, public review period).
Action Items:	
Notes:	N/A