

Appendix 'O' – Public Comments





March 5, 2020
Our File: 119104

**Re: Notice of Study Commencement
Municipal Class Environmental Assessment for Three Grand River Crossings**

The City of Brantford has initiated a Schedule 'B' Municipal Class Environmental Assessment (EA) for three bridges over the Grand River, including the Lorne Bridge, Brant's Crossing Bridge and the TH&B Railway River Crossing. The study encompasses an area approximately 175 metres wide starting 200 metres north of Lorne Bridge to 200 metres south of the TH&B Railway River Crossing along the Grand River. Please find enclosed the Notice of Study Commencement which contains further background information about the study and process.

As part of this study's consultation program you are currently included on the contact list. If you wish to be removed, or would like to suggest an alternative representative, please contact the undersigned. Should we not hear from you, we will continue to include you in all future consultation opportunities and notices during the EA study.

Should you have any questions or concerns, please do not hesitate to contact us. Contact information for GM BluePlan Engineering Limited and the City of Brantford are found on the attached notice.

Yours truly,

GM BLUEPLAN ENGINEERING LIMITED

Per:

A handwritten signature in blue ink, appearing to read 'Jack Turner', written over a light blue circular stamp.

Jack Turner, P.Eng,
Project Manager, Partner
Jack.Turner@gmblueplan.ca

Encl.

Cc: Sharon Anderson, Asset Management Specialist, City of Brantford



CITY OF BRANTFORD

THREE GRAND RIVER CROSSINGS

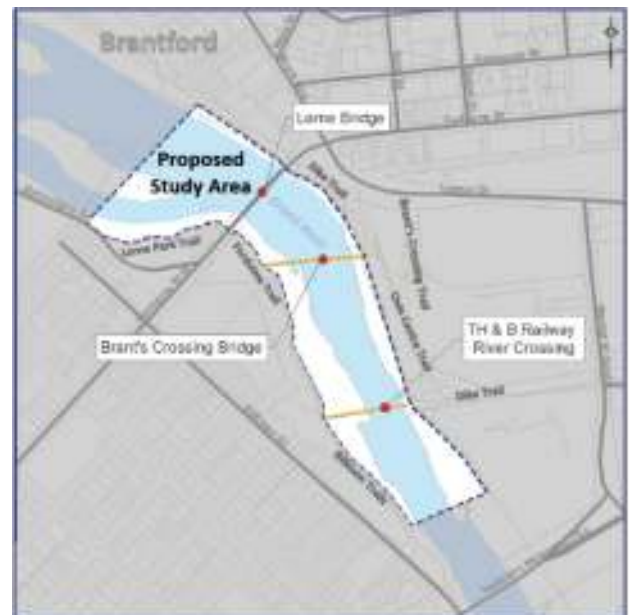
MUNICIPAL CLASS EA

NOTICE OF STUDY COMMENCEMENT

The Study

The City of Brantford has initiated a Schedule 'B' Municipal Class Environmental Assessment (EA) for three bridges over the Grand River, including the Lorne Bridge, Brant's Crossing Bridge and the TH&B Railway River Crossing. The study encompasses an area approximately 175 metres wide starting 200 metres north of Lorne Bridge to 200 metres south of the TH&B Railway River Crossing along the Grand River. Lorne Bridge currently carries traffic on Colborne Street West across the Grand River with a 30 tonne load limit in the winter. Brant's Crossing Bridge was closed in February 2018 following a flooding and ice jam event; the bridge formerly carried pedestrian and cyclist traffic over the Grand River and would require structural repairs in order to be re-opened. The TH&B Railway River Crossing currently carries pedestrian and cyclist traffic over the Grand River and has been identified as requiring structural repairs to maintain the existing crossing.

The study is intended to identify the short and long-term plans for the three Grand River Bridges. The study will include determining the feasibility of removing the winter load limit on Lorne Bridge and the need for one or both of the TH&B River Crossing and Brant's Crossing Bridges based on an assessment of the technical, social and environmental factors, including impacts to the active transportation network and the risks of future flooding events of the Grand River.



The Process

The EA will be conducted as a Schedule 'B' Project in accordance with the "Municipal Class Environmental Assessment" (Municipal Engineers Association, October 2000, as amended in 2007, 2011, and 2015) which is an approved process under the *Ontario Environmental Assessment Act*. The Class EA process includes public and agency consultation, an evaluation of alternatives, an assessment of potential environmental effects of the proposed work and identification of reasonable measures to mitigate any potential adverse impacts.

We Want to Hear from You!

The City is requesting public input and comments regarding this Municipal Class EA. Public comments will be taken into consideration throughout the decision-making process. Two Public Information Centres will be held to provide information and receive feedback from the public. This notice is also available on the City's website where future project updates will also be posted. If you wish to submit comments or would like to be added to the project mailing list, please contact:

Sharon Anderson, P.Eng.
Project Manager
City of Brantford
100 Wellington Square
Brantford, ON N3T 5R7
Email: andersonsh@brantford.ca

Jack Turner, P.Eng.
Consultant Project Manager
GM BluePlan Engineering Limited
650 Woodlawn Road West, Block C, Unit 2
Guelph, ON N1K 1B8
Email: jack.turner@gmblueplan.ca



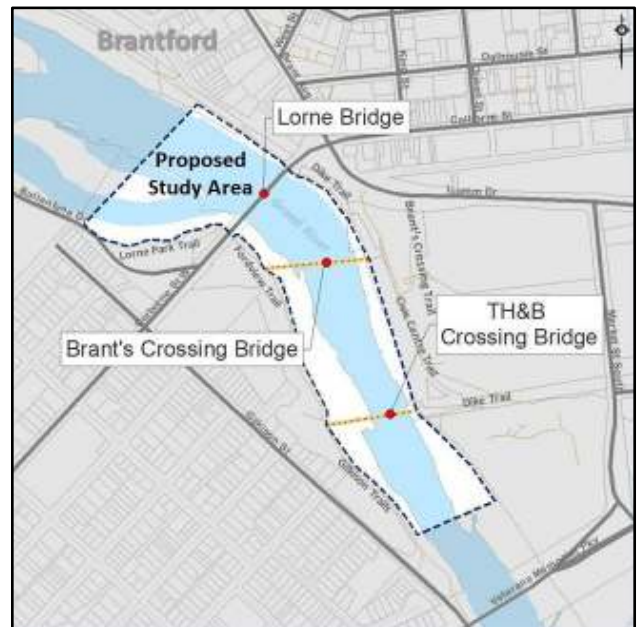


CITY OF BRANTFORD
**THREE GRAND
 RIVER CROSSINGS**
 MUNICIPAL CLASS EA

NOTICE OF VIRTUAL PUBLIC INFORMATION CENTRE

The Study

The City of Brantford has initiated a Schedule 'B' Municipal Class Environmental Assessment (EA) for three bridges over the Grand River, including the Lorne Bridge, Brant's Crossing Bridge and the TH&B Crossing Bridge. The study encompasses an area approximately 175 metres wide starting 200 metres north of Lorne Bridge to 200 metres south of the TH&B Crossing Bridge along the Grand River. The study is intended to identify the short and long-term plans for the three Grand River Bridges. The study will include determining the feasibility of removing the winter load limit on Lorne Bridge and the need for one or both of the TH&B Crossing and Brant's Crossing Bridges based on an assessment of the technical, social and environmental factors, including impacts to the active transportation network and the risks of future flooding events of the Grand River.



The Process

The EA will be conducted as a Schedule 'B' Project in accordance with the "Municipal Class Environmental Assessment" (Municipal Engineers Association, October 2000, as amended in 2007, 2011, and 2015) which is an approved process under the *Ontario Environmental Assessment Act*. The Class EA process includes public and agency consultation, an evaluation of alternatives, an assessment of potential environmental effects of the proposed work and identification of reasonable measures to mitigate any potential adverse impacts.

Virtual Public Information Centre

A virtual Public Information Centre (PIC) has been arranged to provide an overview of the project, including the EA process, alternative solutions being considered and criteria that will be used to evaluate the alternatives. All content and instructions on how to submit questions will be posted on the project webpage:

www.brantford.ca/ThreeGrandRiverCrossings

PIC boards and a video walkthrough of their content will be posted on Wednesday May 27, 2020 at 3:00 p.m. This will be followed by a two week question submission period closing June 10, 2020. A question and answers video will be posted on Wednesday June 17, 2020 at 3:00 p.m. This will be followed by a three week question submission period, closing July 8, 2020. A Frequently Asked Questions (FAQ) document will be posted on Wednesday, July 15, 2020 at 3:00 p.m.

This notice is also available on the City's project website where future project updates will also be posted. If you wish to submit comments or would like to be added to the project mailing list, please contact:

Sharon Anderson, P.Eng.
City Project Manager
City of Brantford

100 Wellington Square
 Brantford, ON N3T 5R7
 519.759.4150 ext. 5412

Email: andersonsh@brantford.ca

Jack Turner, P.Eng.
Consultant Project Manager
GM BluePlan Engineering Limited

650 Woodlawn Road West, Block C, Unit 2
 Guelph, ON N1K 1B8
 519.824.8150 ext. 1237

Email: jack.turner@gmblueplan.ca

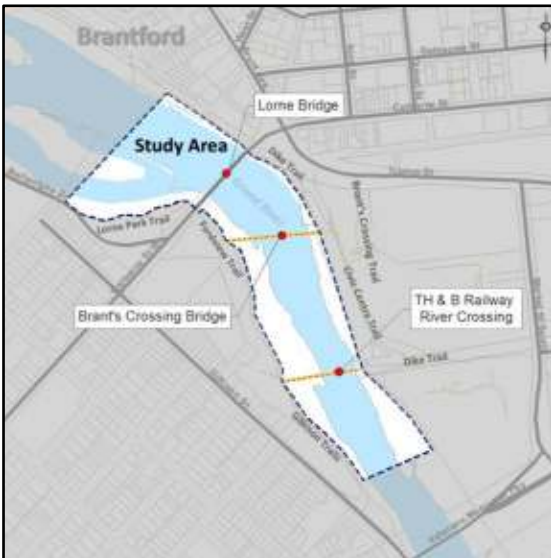


Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, please note all comments will become part of the public record. This Notice first issued May 20, 2020.



CITY OF BRANTFORD
**THREE GRAND
 RIVER CROSSINGS**
 MUNICIPAL CLASS EA

NOTICE OF VIRTUAL PUBLIC INFORMATION CENTRE #2



The Study

In March 2020, the City of Brantford initiated a Schedule 'B' Municipal Class Environmental Assessment (EA) for three crossings over the Grand River, including the Lorne Bridge, Brant's Crossing Bridge and the TH&B Crossing Bridge. The study encompasses an area approximately 175 metres wide starting 200 metres north of Lorne Bridge to 200 metres south of the TH&B Crossing Bridge along the Grand River. The study is intended to identify the short and long-term plans for the three Grand River Crossings. The first Virtual Public Information Centre (PIC) was held between May and July 2020. PIC #1 provided an overview of the project, including the EA process, alternative solutions being considered and criteria that would be used to evaluate the alternatives. A copy of the presentation material and a Frequently Asked Questions (FAQ) sheet are available on the City's webpage for this project.

The Process

This Class EA is being conducted as a Schedule 'B' Project in accordance with the "Municipal Class Environmental Assessment" (Municipal Engineers Association, October 2000, as amended in 2007, 2011, and 2015) which is an approved process under the *Ontario Environmental Assessment Act*. The Class EA process includes consultation with the public, agencies and Indigenous groups, evaluation of alternatives, assessment of potential environmental effects of the proposed work and identification of reasonable measures to mitigate any potential adverse impacts.

Virtual Public Information Centre #2

PIC #2 will present the existing conditions, evaluation of alternative solutions, and the recommended solution and we welcome interested parties to review and provide comments to the Project Team.

Presentation slides will be posted on Thursday, March 18, 2021 at 3:00 p.m. This will be followed by a two-week public review period. A virtual live meeting for PIC #2 will take place on Thursday, April 1, 2021 at 6:00 p.m. This will be followed by a two-week question submission period, closing Thursday April 15, 2021. A Frequently Asked Questions (FAQ) document will be posted on Thursday, April 22, 2021 at 3:00 p.m.

All content, including this notice and instructions on how to submit questions and register to attend the virtual presentation will be posted on the project webpage:

www.brantford.ca/ThreeGrandRiverCrossings

Future project updates will also be posted to the above webpage. If you wish to submit comments or would like to be added to the project mailing list, please contact:

Gagan Batra
City Project Manager
City of Brantford
 100 Wellington Square
 Brantford, ON N3T 5R7
 519.759.4150 ext. 5426
 Email: gbatra@brantford.ca

Jack Turner, P.Eng.
Consultant Project Manager
GM BluePlan Engineering Limited
 650 Woodlawn Road West, Block C, Unit 2
 Guelph, ON N1K 1B8
 519.824.8150 ext. 1237
 Email: jack.turner@gmblueplan.ca

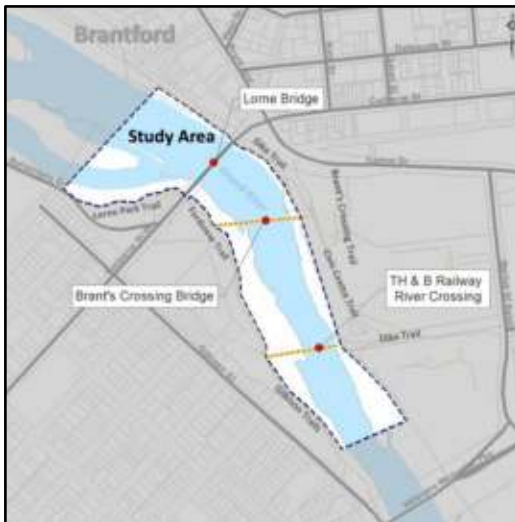


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CITY OF BRANTFORD
**THREE GRAND
RIVER CROSSINGS**
MUNICIPAL CLASS EA

**NOTICE OF CLASS EA SCHEDULE CHANGE AND
VIRTUAL PUBLIC INFORMATION (PIC) CENTRE #3**



The Study

In March 2020, the City of Brantford initiated a Schedule 'B' Municipal Class Environmental Assessment (EA) for three crossings over the Grand River, including the Lorne Bridge, Brant's Crossing Bridge and the TH&B Crossing Bridge. The study is intended to identify the short and long-term plans for the three Grand River Crossings. The last Virtual Public Information Centre (PIC #2) was held between March and April 2021. PIC #2 presented the recommended solutions for each crossing, which included the following recommendations:

Lorne Bridge: Rehabilitate

Brant's Crossing Bridge: Replace and Raise

TH&B Crossing Bridge: Rehabilitate and Remove at End of Useful Life

A copy of the presentation material and a Frequently Asked Questions (FAQ) sheet are available on the City's webpage for this project.

Class EA Schedule Change

Due to the anticipated costs associated with implementing the recommended solutions, the City will finalize the study in accordance with the Municipal Class Environmental Assessment Process for Schedule 'C' activities, under the Environmental Assessment Act.

Virtual Public Information Centre #3

PIC #3 will review design alternatives for the recommended solutions and we welcome interested parties to review and provide comments to the Project Team. PIC slides will be posted to the project webpage on Thursday, October 14, 2021 at 3:00 p.m.

A virtual live meeting for PIC #3 will take place on Thursday, October 21, 2021 at 6:00 p.m. This will be followed by a two-week question submission period, closing Thursday November 4, 2021. A Frequently Asked Questions (FAQ) document will be posted on Thursday, November 11, 2021 at 3:00 p.m.

All content, including this notice and instructions on how to submit questions and how to register to attend the virtual presentation will be posted on the project webpage:

www.brantford.ca/ThreeGrandRiverCrossings

Future project updates will also be posted to the above webpage. If you wish to submit comments or would like to be added to the project mailing list, please contact:

Gagan Batra
City Project Manager
City of Brantford
58 Dalhousie Street
Brantford, ON N3T 2J2
519.759.4150 ext. 5426
Email: gbatra@brantford.ca

Jack Turner, P.Eng.
Consultant Project Manager
GM BluePlan Engineering Limited
650 Woodlawn Road West, Block C, Unit 2
Guelph, ON N1K 1B8
519.824.8150 ext. 1237
Email: jack.turner@gmblueplan.ca



Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, please note all comments will become part of the public record. This Notice first issued October 7, 2021.



CITY OF BRANTFORD
**THREE GRAND
 RIVER CROSSINGS**
 MUNICIPAL CLASS EA

NOTICE OF STUDY COMPLETION

The Study

The City of Brantford has completed a Municipal Class Environmental Assessment (EA) to review alternatives for three crossings over the Grand River, including the Lorne Bridge, Brant's Crossing Bridge and TH&B Crossing Bridge. The recommended design solutions for the three bridges are summarized as follows:

Rehabilitate Lorne Bridge:

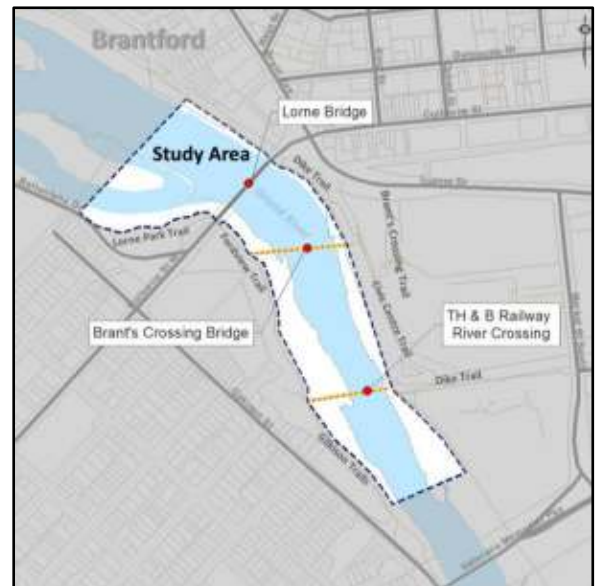
- Maintain existing sidewalks and lane widths
- Complete repairs to remove winter load limit

Replace and Raise Brant's Crossing Bridge:

- Pony trusses at the two end spans and through trusses for the two middle spans
- 4 metre wide pathway over bridge
- Concrete deck surface
- Incorporation of a lookout
- Incorporate basic lighting and consider aesthetic lighting during detailed design

Minor Rehabilitation and Eventual Removal of TH&B Crossing Bridge:

- Replace existing deck in the same configuration (do not raise deck)
- New wood deck system designed to minimize damage from maintenance equipment and improve ease of deck repairs



The recommended design solutions were officially approved by Brantford City Council on December 21st, 2021. The findings of this EA have been documented in an Environmental Study Report (ESR). The ESR will be available for public review starting **May 19, 2022**, at the City's project webpage:

www.brantford.ca/ThreeGrandRiverCrossings

This Notice initiates a 30 calendar day Public Review Period. We encourage members of the public to review the Project File and share their comments or concerns by **June 18, 2022**. Please contact one of the following members of the project team if you have any questions or comments:

Gagan Batra
City Project Manager
City of Brantford
 58 Dalhousie Street
 Brantford, ON N3T 2J2
 519.759.4150 ext. 5426
 Email: gbatra@brantford.ca

Jack Turner, P.Eng.
Consultant Project Manager
GM BluePlan Engineering Limited
 650 Woodlawn Road West, Block C, Unit 2
 Guelph, ON N1K 1B8
 519.824.8150 ext. 1237
 Email: jack.turner@gmblueplan.ca

In addition, a Section 16 Order request may be made to the Ministry of the Environment, Conservation and Parks for an order requiring a higher level of study (i.e. requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g. require further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests should include the requester contact information and full name for the ministry.

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 statements in the request. This will ensure that the ministry is able to efficiently begin reviewing the request.

The request should be sent in writing or by email to:

Minister of the Environment, Conservation and Parks
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto, ON M7A 2J3
E-mail: Minister.MECP@ontario.ca

and

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

Requests should also be sent to the City of Brantford by mail or by e-mail. Additional information on requests for orders under Section 16 of the Environmental Assessment Act is available on the Ministry's website.

This Notice first issued May 19, 2022.

www.brantford.ca/ThreeGrandRiverCrossings

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



**CITY OF BRANTFORD
RFP 2019-82
THREE GRAND RIVER CROSSINGS EA
TECHNICAL ADVISORY COMMITTEE MEETING #1**

OUR FILE: 119104

MEETING MINUTES

DATE: Monday May 11, 2020, 11:00am

LOCATION: Virtual Online Meeting (GoToMeeting)

ATTENDEES:	Sharon Anderson	City of Brantford (City) – Infrastructure Planning
	Mike Abraham	City of Brantford – Infrastructure Planning
	Vicki Armitage	City of Brantford – Park Services
	Kathryn Broadbelt	City of Brantford – Infrastructure Planning
	Ashley Cordier	City of Brantford – Housing Services
	Chris Fong	City of Brantford – Infrastructure Planning
	Joe Gurzanski	City of Brantford – Infrastructure Planning
	Wendy Teufel	City of Brantford – Design and Construction
	Maria Visocchi	City of Brantford – Communications
	Patrick Vusir	City of Brantford – Long Range Planning
	Russ Thomson	City of Brantford – Environmental Services
	Barbara Slattery	Ministry of the Environment, Conservation and Parks (MECP)
	Dan Minkin	Ministry of Heritage, Sport, Tourism and Culture Industries
	Ashley Graham	Grand River Conservation Authority (GRCA)
	Christine Telfer	Bell Canada (Bell)
	Dmitriy Lisovskiy	Brantford Power
	Dan Mozzoni	Rogers Communications (Rogers)
	Jack Turner	GM BluePlan Engineering (GMBP)
	Dania Chehab	GM BluePlan Engineering
	Simon Green	GM BluePlan Engineering
	Kim Wilkinson	GM BluePlan Engineering

COPIES TO:	All Attendees	
	Adam Cornwell	City of Brantford – Operational Services
	Sara Munroe	City of Brantford – Tourism, Culture, and Sport
	Dave Zimmer	City of Brantford – Park Services
	Sgt. Jordan Schmutz	Brantford Police
	Ian Thornton	Ministry of Natural Resources and Forestry
	Aaron Chapman	Enbridge Inc.

ACTION BY:**1) INTRODUCTIONS AND PROJECT CORRESPONDANCE/COMMUNICATION PROTOCOLS**

Primary Project Contacts:

- City of Brantford
 - Sharon Anderson (Project Manager / Asset Management Specialist)
 - P: 519.759.4150 ext. 5412, E: andersonsh@brantford.ca
- GM BluePlan Engineering Limited
 - Jack Turner (Project Manager)
 - P: 519.824.8150 ext. 1237, E: jack.turner@gmblueplan.ca
 - Simon Green (Project Coordinator)
 - P: 519.824.8150 ext. 1216, E: simon.green@gmblueplan.ca

2) REVIEW OF DRAFT PIC MATERIALS

- Jack Turner presented draft PIC slides which will be released to the public May 27, 2020. The draft presentation slides have been attached to these meeting minutes for review and comment.
- Jack Turner provided an overview of the draft Comment Form. The draft Comment Form has been attached to these meeting minutes for review and comment.

3) REVIEW OF SCHEDULE FOR PIC #1

- May 27, 2020 - PIC boards and walkthrough video posted
- May 27- June 10, 2020 – Question period
- June 17, 2020 – Q&A Video posted
- June 17-July 8, 2020 – Question period
- July 15, 2020 – FAQ Document posted

4) DISCUSSION

The Technical Advisory Committee (TAC) was asked for any comments or questions they may have on the material presented. The following provides a summary of the feedback received from attendees:

- Barb Slattery (MECP)
 - Barb commented that the MECP will be releasing a FAQ document regarding MCEA consultation during COVID-19. The City will review the document to ensure the consultation process for this project is compliant.

CITY

ACTION BY:

- Barb suggested that the Project Team consider options for stakeholders that may not have access to a computer and internet to access the presentation and submit comments. Sharon commented that a hard copy of the presentation will be made available upon request. Hard copies of the Comment Form will be included in the notice sent out for the PIC. We will also provide hard copies of the comment form upon request.
- Maria Visocchi (City of Brantford – Communications)
 - Maria inquired which platform the virtual PIC would be hosted. Sharon commented that the presentation would not be live. A video recording of the presentation slides with a voice over would be posted to a video site such as YouTube. Sharon also noted that the public will have significant interest in this project.
 - Maria commented that the project team could consider a Facebook Live “Town Hall” event to allow members of the public to ask questions to the project team in real time.
- Vicki Armitage (City of Brantford – Park Services)
 - Vicki suggested that it may be beneficial to post information signs regarding the PIC at the ends of each bridge. Sharon confirmed that she is planning on implementing this suggestion.
- Dan Minkin (Ministry of Heritage, Sport, Tourism and Culture Industries)
 - For simplicity, Dan suggested that the “Stage 1 Archaeological Assessment Report” be renamed to “Archaeological Assessment Report”. The Stage 1 report may recommend a Stage 2 or 3 be undertaken. This would reduce confusion for the public.
 - Dan requested a copy of the Built Heritage Resources and Cultural Heritage Landscape/Resources Reports when available. Simon commented that a draft of these reports should be available in June. GMBP to submit these reports when available.
- Christine Telfer (Bell Canada)
 - Christine commented that Bell has infrastructure on Lorne Bridge.
- Dan Mozzoni (Rogers Communications)
 - Dan commented that Rogers has infrastructure on Brant’s Crossing Bridge.

GMBP

5) NEXT MEETING

Fall/Winter 2020 – Prior to PIC #2



These minutes have been prepared by the undersigned. If there are any errors or omissions in these minutes, please contact the author as soon as possible.

GM BLUEPLAN ENGINEERING LIMITED

Per:

A handwritten signature in black ink, appearing to read 'Simon Green', written in a cursive style.

Simon Green, EIT
Project Coordinator



**CITY OF BRANTFORD
RFP 2019-82
THREE GRAND RIVER CROSSINGS EA
STAKEHOLDER GROUP MEETING #1**

OUR FILE: 119104

MEETING NOTES

DATE: Thursday, May 21, 2020, 2:00pm

LOCATION: Virtual Online Meeting (GoToMeeting)

ATTENDEES:	Sharon Anderson	City of Brantford (City) – Infrastructure Planning
	Kevin Davis	City of Brantford – Mayor
	Mike Abraham	City of Brantford – Infrastructure Planning
	Gagan Batra	City of Brantford
	Stephanie Quattrociocchi	City of Brantford
	Inderjit Hans	City of Brantford – Public Works
	Maria Visocchi	City of Brantford – Communications
	Duncan Ross	Brant Waterways Foundation – Past President
	Gerry Lafleur	Brantford Arts Block – Day on the Grand
	David Prang	Brantford/Brant Chamber of Commerce – CEO
	Darren Becks	Conestoga College – Associate Vice President
	Stephanie MacPhee	Wilfred Laurier University – Manager, Sustainability Office
	Greg Kempa	Brant Cycling Club – President
	Nathan Etherington	Brant Museum & Archives
	Mandy Samwell	Eagle Place Neighbourhood Association
	Jack Turner	GM BluePlan Engineering (GMBP)
	Dania Chehab	GM BluePlan Engineering
	Simon Green	GM BluePlan Engineering

COPIES TO:	Deanna Searle	Boys & Girls Club of Brantford
	Active Grand	
	Canada National Defence	
	Downtown Central Neighbourhood Association	
	West Brant Neighbourhood Association	
	Elements Casino Brantford	
	Grand Valley Trails Association	
	Laurier Brantford YMCA-YWCA	



ACTION BY:

1) INTRODUCTIONS AND PROJECT CORRESPONDANCE/COMMUNICATION PROTOCOLS

Primary Project Contacts:

- City of Brantford
 - The City will be transitioning from the current Project Manager (Sharon Anderson) to a new Project Manager (Gagan Batra).
 - Sharon Anderson (Project Manager, up to July 8, 2020)
 - P: 519.759.4150 ext. 5412, E: andersonsh@brantford.ca
 - Gagan Batra (Project Manager, starting July 9, 2020)
 - P: 519.759.4150 ext. 5426, E: gbatra@brantford.ca
- GM BluePlan Engineering Limited
 - Jack Turner (Project Manager)
 - P: 519.824.8150 ext. 1237, E: jack.turner@gmblueplan.ca
 - Simon Green (Project Coordinator)
 - P: 519.824.8150 ext. 1216, E: simon.green@gmblueplan.ca

2) REVIEW OF DRAFT PIC MATERIALS

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3) REVIEW OF SCHEDULE FOR PIC #1

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- July 15, 2020 – FAQ Document posted

ACTION BY:**4) DISCUSSION**

The Stakeholder Group was asked for any comments or questions they may have on the material presented. The following provides a summary of the feedback received from attendees:

- Kevin Davis (Mayor – City of Brantford)
 - Mayor Davis inquired regarding the Overall Crossing Strategy Alternatives shown on Slide 18, specifically why other combinations of alternatives are not shown. Jack commented that the alternatives shown on this slide are only examples and are intended to illustrate some of the possible combinations that could be considered for the Overall Crossing Strategy. The combinations of the various individual structure alternatives will be evaluated at a later date and will be presented at PIC 2.
- Nathan Etherington (Brant Museum & Archives)
 - Nathan commented that historically, the Grand River has been susceptible to flooding in the vicinity of the three bridges included in this Municipal Class Environmental Assessment (MCEA). A concern was raised regarding the elevation of the existing structures, and the potential for raising the structures to address future flooding issues. Jack commented that Ecosystem Recovery Inc. will be completing a Hydraulic Impact Study, which will investigate these concerns.
 - During the presentation Jack noted that a Traffic Analysis is being completed, but based on the COVID-19 pandemic, traffic counts completed in the spring or summer would not be representative of normal conditions. Nathan asked if it was possible to use prior traffic data and apply an adjustment factor. Jack and Sharon commented that prior traffic data does exist although there may be some gaps in the data. The Project Team is in talks with their traffic sub-consultant (Paradigm Transportation Solutions Limited) regarding how to approach the evaluation.
- David Prang (Brantford/Brant Chamber of Commerce)
 - David asked whether this MCEA considers the Transportation Master Plan. Jack commented that the Transportation Master Plan, along with other City official plans, will be reviewed and considered for how they pertain to this MCEA.
- Duncan Ross (Brant Waterways Foundation)



ACTION BY:

- Duncan commented that Brant Waterways Foundation owns a structure adjacent to the Grand River, east of the study area, near the access to Brant's Crossing. Duncan asked when considering the alternative solution for constructing a new crossing if the re-design of the area adjacent to the new crossing would be considered. Jack commented that this MCEA is focused on the three bridges and the potential crossing and any active transportation impacts the alternative solution would have. The study may make recommendations regarding connectivity to existing trails and structures along the Grand River and also may make recommendations for additional investigations and/or studies to support the re-design.

5) NEXT MEETING

Fall/Winter 2020 – Prior to PIC #2

These meeting notes have been prepared by the undersigned. If there are any errors or omissions in these meeting notes, please contact the author as soon as possible.

GM BLUEPLAN ENGINEERING LIMITED

Per:

A handwritten signature in black ink, appearing to read 'Simon Green'.

Simon Green, EIT
Project Coordinator



**CITY OF BRANTFORD
RFP 2019-82
THREE GRAND RIVER CROSSINGS EA
TECHNICAL ADVISORY COMMITTEE MEETING #2**

OUR FILE: 119104

MEETING NOTES

DATE: Tuesday, March 2, 2020, 2:00pm

LOCATION: Virtual Online Meeting (Microsoft Teams)

INVITED:	Gagan Batra	City of Brantford (City)
	Sharon Anderson	City of Brantford – Infrastructure Planning
	Kathryn Broadbelt	City of Brantford – Active Transportation Planning
	Ashley Cordier	City of Brantford – Housing Services
	Wendy Teufel	City of Brantford – Design and Construction
	Hana Abdulla	City of Brantford – Design and Construction
	Adam Cornwell	City of Brantford – Operational Services
	Dan Minkin	Ministry of Heritage, Sport, Tourism and Culture Industries
	Ashley Graham	Grand River Conservation Authority (GRCA)
	Dan Mozzoni	Rogers Communications (Rogers)
	John Papakyriakou	Brantford Power
	Jack Turner	GM BluePlan Engineering (GMBP)
	Dania Chehab	GM BluePlan Engineering
	Simon Green	GM BluePlan Engineering

INVITED AND COPIES TO:	Russ Loukes	City of Brantford – Engineering Services
	Mike Abraham	City of Brantford – Infrastructure Planning
	Vicki Armitage	City of Brantford – Park Services
	Sara Munroe	City of Brantford – Economic Development & Tourism
	Maria Visocchi	City of Brantford – Communications
	Dave Zimmer	City of Brantford – Park Design
	Mike Christian	City of Brantford – Operational Services
	Sgt. Jordan Schmutz	Brantford Police
	Barbara Slattery	Ministry of the Environment, Conservation and Parks (MECP)
	Ian Thornton	Ministry of Natural Resources and Forestry (MNR)
	Christine Telfer	Bell Canada (Bell)
	Dmitriy Lisovskiy	Brantford Power
	Aaron Chapman	Enbridge Inc. (Enbridge)

ACTION BY:

1) PROJECT CORRESPONDANCE/COMMUNICATION PROTOCOLS

Primary Project Contacts:

- City of Brantford
 - Gagan Batra (Project Manager)
 - P: 519.759.4150 ext. 5426, E: gbatra@brantford.ca
- GM BluePlan Engineering Limited
 - Jack Turner (Project Manager)
 - P: 519.824.8150 ext. 1237, E: jack.turner@gmblueplan.ca

2) REVIEW OF SCHEDULE FOR PIC #2

- March 18, 2021 – Notice of PIC
- March 25, 2021 – PIC Presentation posted to project webpage
- April 1, 2021 – Live PIC Presentation (online)
- April 1 – April 15, 2021 – Public Comment Period
- April 22, 2021 – FAQ Document posted

3) DISCUSSION

- Jack Turner presented draft PIC slides. The draft presentation slides have been attached to these meeting notes for review and comment.
- An updated version of the slide show, revised based on feedback received during the meeting, is also attached to these meeting notes.

Attendees were asked to provide comments or questions they may have on the material presented. The following provides a summary of the feedback received from attendees:

- **FAQ Slides**
 - Sharon suggested that the series of slides outlining frequently asked questions and answers from the first PIC be revised to one question and answer per slide. GMBP to revise.
 - Sharon suggested using an analogy to describe the probability of 100-year storm event, such as pulling a single red jellybean from a jar full of white jelly beans. Jack agreed that this would be beneficial. GMBP to revise.
- **Flooding and Ice Jamming Impacts**
 - Adam noted that there are currently flood protocols in place at the Veterans Memorial Parkway Bridge due to the pedestrian bridges possibly being picked up and carried downstream. Sharon noted that flood protocols will be required regardless if the pedestrian bridges are raised due to the low-lying area of Gilkison Street to the west.

GMBP

GMBP

ACTION BY:

• **Evaluation Tables**

- It was suggested that a legend be provided to explain the colour and arrow system used. GMBP to revise.
- It was suggested that the options for replacing Brant's Crossing Bridge and TH&B Crossing Bridge be revised to be named "Replace & Raise" to make it clear that replacement would include raising the bridges to mitigate flooding impacts.

GMBP

• **Preferred Overall Crossing Strategy**

- Jack presented the shortlisted Overall Crossing Strategies, noting that currently the Strategy 2, 4, and Strategy 7 were very close during the evaluation and that the project team are looking for objective feedback.
- Sharon suggested that Strategy 2 and Strategy 7 be presented together as possibilities for the preferred solution and elicit feedback on the preferred solution from the public during the PIC. Wendy suggested a separate pictorial of Strategy 7 if this approach is carried forward. GMBP to review.
- Dan Mozzoni noted that Rogers has infrastructure on the Brant's Crossing Bridge that would need to be considered if Strategy 7 was selected. He asked if the design for the relocation or protection of Rogers infrastructure would occur at this stage of the project or later. Jack noted that the design for the relocation or protection would occur at a later date during the design phase of the project.
- Kathryn noted from an active transportation planning perspective the more crossings the better.
- Ashley Graham noted that there is no pressure from the GRCA to raise the bridges.
- Sharon asked Dan Minkin on his thoughts on the impacts of the various crossing strategies from the Ministry of Heritage, Sport, Tourism and Culture Industries perspective. Dan noted that ultimately the Heritage Impact Assessment completed by Golder will outline the impact and suggested mitigation measures. He noted that replacing the bridge could involve salvaging or incorporating elements of the existing structure into the new bridge.

GMBP

These meeting notes have been prepared by the undersigned. If there are any errors or omissions in these meeting notes, please contact the author as soon as possible.

GM BLUEPLAN ENGINEERING LIMITED

Per:



Simon Green, EIT



**CITY OF BRANTFORD
RFP 2019-82
THREE GRAND RIVER CROSSINGS EA
STAKEHOLDER GROUP MEETING #2**

OUR FILE: 119104

MEETING NOTES

DATE: Thursday March 4, 2021, 10:30am – 12:30pm

LOCATION: Virtual Online Meeting (Microsoft Teams)

ATTENDED:

Gagan Batra	City of Brantford (City)
Kevin Davis	City of Brantford – Mayor
Brian Hutchings	City of Brantford – CAO
Inderjit Hans	City of Brantford – Public Works
Maria Visocchi	City of Brantford – Communications
Duncan Ross	Brant Waterways Foundation – Past President
Colleen Stahlbrand	Brantford Safe Cycling Community Group
Jack Turner	GM BluePlan Engineering (GMBP)
Dania Chehab	GM BluePlan Engineering
Simon Green	GM BluePlan Engineering

INVITED AND COPIES TO:

Gerry Lafleur	Brantford Arts Block – Day on the Grand
David Prang	Brantford/Brant Chamber of Commerce – CEO
Mae Legg	Brantford Business Resource Centre
Annette Wawzonek	Brantford Downtown Business Improvement Area
Adam Hustwitt	Conestoga College
Deanna Searle	Boys & Girls Club of Brantford
Greg Kempa	Brant Cycling Club – President
Nathan Etherington	Brant Museum & Archives
Barbara Wright	Brant Waterways Foundation
Stephanie MacPhee	Wilfrid Laurier University – Manager, Sustainability Office
Active Grand	
Brant Cycling Club	
Canada National Defence	
Downtown Brantford BIA	
Downtown Central Neighbourhood Association	
Eagle Place Neighbourhood Association	
Elements Casino Brantford	
Grand Valley Trails Association	
Laurier Brantford YMCA-YWCA	
Senior and Kids Intergenerational Programming	
West Brant Neighbourhood Association	

ACTION BY:**1) INTRODUCTIONS AND PROJECT CORRESPONDANCE/COMMUNICATION PROTOCOLS**

Primary Project Contacts:

- City of Brantford
 - Gagan Batra
 - P: 519.759.4150 ext. 5426, E: gbatra@brantford.ca
- GM BluePlan Engineering Limited
 - Jack Turner (Project Manager)
 - P: 519.824.8150 ext. 1237, E: jack.turner@gmblueplan.ca

2) REVIEW OF SCHEDULE

- Refer to the schedule below for PIC #2:
 - March 18, 2021 – Notice of Public Information Centre (PIC)
 - March 18, 2021 – PIC Presentation posted to project webpage
 - April 1, 2021 – Live PIC Presentation (online)
 - April 1 – April 15, 2021 – Public Comment Period
 - April 22, 2021 – FAQ Document posted
- In regard to the overall project schedule, the project team is targeting presenting at the Committee of the Whole and Council meetings in June 2021.

3) DISCUSSION

- Jack Turner presented draft PIC slides which will be released to the public March 25, 2021. The draft presentation slides have been attached to these meeting notes for review and comment.

Throughout the presentation the Stakeholder Group was asked to provide comments or questions they may have on the material presented. The following provides a summary of the feedback received from attendees:

- **Impacts of Ice Jam and Flooding Events within the Study Area**
 - Mayor Davis noted that the risk of future flooding and ice jam events should be a key consideration in the evaluation and that the consideration should be given to reducing the risk of flooding impacts, if not completely eliminating them. It was noted that Strategy 2 does not reduce the risk of the pedestrian bridges being impacted by future flooding events.
 - The Mayor also asked if the bridges would need to be raised to the elevation of the dike to eliminate risks with flooding impacts. He noted the dike is possibly designed for a 1/1000 event. GMBP to review with Ecosystem Recovery Inc. who completed the Hydraulic Impact Study.

ACTION BY:

- There was discussion regarding the frequency of major flooding events and the likelihood of a similar event to the 2018 flooding occurring again. For historical context, Jack noted that according to records back to 1965, river water gauges indicate that in February of 1996 and February 2018 the underside of the bridges were submerged. Additionally, an event in February 1984 was very close to or may actually have risen to the undersides of the bridges.
- Colleen asked if there would be a risk that the pedestrian crossings could be damaged and closed following a future flooding event, thereby impacting the active transportation network. Jack noted that there could be a risk and that this concern will be factored into the evaluation.
- Indie noted that a report was completed to estimate the costs associated with the 2018 flooding and ice jam event which he believed were reported to be approximately \$4,000,000. He suggested that this cost could be considered when evaluating the benefit to raising the bridges.
- **Active Transportation Considerations**
 - The importance of cycling in Brantford was noted by the Mayor, and he asked if the rehabilitation of Lorne Bridge could improve the approaches to improve access for cyclists. Jack noted that there is a significant grade change at the approaches of the bridge based on the existing topography that cannot be easily modified. It was noted that TH&B Crossing Bridge or Brant's Crossing Bridge are the more desired crossing for active transportation in comparison to Lorne Bridge, with Brant's Crossing Bridge being the most preferred.
 - Jack noted that public feedback has also indicated that Brant's Crossing Bridge is valued for its cultural heritage / character.
 - The Mayor inquired on the need for three crossings in relatively close proximity. Jack noted that feedback from the Technical Advisory Committee indicated that the more crossings the better for the active transportation network.
 - Duncan noted that he appreciated that consideration has been given to the active transportation connectivity in the Study Area. He noted that this a strength of the area, and that people from outside of Brantford frequently visit the area to use the pedestrian crossings.
 - Colleen noted that replacing Brant's Crossing Bridge would better separate pedestrians and cyclists on the bridge. Currently, there is a sign posted at the approach of the bridge for cyclists to dismount while on the bridge.

ACTION BY:

- **Rehabilitation Details**

- Brian noted that the existing wood deck on the TH&B Bridge is very uneven and bumpy to ride across on a bike. He asked what type of deck system would be used upon rehabilitation. Jack noted that there is a variety of materials that could be explored in the design phase (including Fibre Reinforced Polymer or FRP); however, for the purposes of this study a wood deck was considered. Jack noted that the existing wood deck would be designed to convey the City's maintenance vehicles, which would reduce the wear and tear of the new deck in comparison to the existing deck, which is not designed to convey these vehicles.
- Brian asked whether the rehabilitation works would include significant work within the Grand River. Jack noted that the rehabilitation would include repairs to the abutments and piers; however, the work is generally considered to be minor.

- **Preferred Overall Crossing Strategy**

- Jack presented the shortlisted Overall Crossing Strategies, noting that currently the preferred strategy is noted as being rehabilitation of all three structures. Jack noted that Strategy 2 and Strategy 7 were very close during the evaluation and that the project team are looking for objective feedback.
- The Mayor noted that the selected Overall Crossing Strategy should provide a long-term solution. As noted during the presentation, ultimately all three structures will require replacement.
- Concerns were expressed for Strategy 2, specifically in regard to the risk of future flooding and ice jam events and potential loss of the crossing.
- Negative impacts to cultural heritage value and the loss of a pedestrian crossing were also acknowledged.
- Brian noted that there does not appear to be a wide variance in the costs provided in the table on Slide 28. Jack noted that the rehabilitation to Lorne Bridge accounts for a large percentage of this cost, making the difference in costs between the pedestrian bridges less evident. We will look into revising the draft PIC presentation to make this more apparent.

These meeting notes have been prepared by the undersigned. If there are any errors or omissions in these meeting notes, please contact the author as soon as possible.

GM BLUEPLAN ENGINEERING LIMITED

Per:



Simon Green, EIT



**CITY OF BRANTFORD
RFP 2019-82
THREE GRAND RIVER CROSSINGS EA
TECHNICAL ADVISORY COMMITTEE MEETING #3**

OUR FILE: 119104

MEETING MINUTES

DATE: Wednesday, October 6, 2021, 1:30pm

LOCATION: Virtual Online Meeting (Microsoft Teams)

ATTENDEES:	Gagan Batra	City of Brantford (City)
	Jack Turner (JT)	GM BluePlan Engineering (GMBP)
	Dania Chehab	GM BluePlan Engineering
	Simon Green	GM BluePlan Engineering
	Sharon Anderson (SA)	City of Brantford – Infrastructure Planning
	Ashley Cordier	City of Brantford – Housing Services
	Wendy Teufel	City of Brantford – Design and Construction
	Joseph Harvey	Ministry of Heritage, Sport, Tourism and Culture Industries
	Ashley Graham (AG)	Grand River Conservation Authority (GRCA)
	Dan Mozzoni (DM)	Rogers Communications (Rogers)
	Mike Abraham (MA)	City of Brantford – Infrastructure Planning
	Sara Munroe	City of Brantford – Economic Development & Tourism
	Dave Zimmer (DZ)	City of Brantford – Design and Construction
	Mike Christian (MC)	City of Brantford – Operational Services
	Tracy Burgess	City of Brantford – Design and Construction

COPIES TO:	Maria Visocchi	City of Brantford – Communications
	Vicki Armitage	City of Brantford – Parks
	Kathryn Broadbelt	City of Brantford – Active Transportation Planning
	Sgt. Jordan Schmutz	Brantford Police
	Ian Thornton	Ministry of Natural Resources and Forestry (MNRF)
	Christine Telfer	Bell Canada (Bell)
	Dmitriy Lisovski	Brantford Power
	Al Duesling	Enbridge Inc. (Enbridge)

ACTION BY:**1) PROJECT CORRESPONDANCE/COMMUNICATION PROTOCOLS**

Primary Project Contacts:

- City of Brantford
 - Gagan Batra (Project Manager)
 - P: 519.759.4150 ext. 5426, E: gbatra@brantford.ca
- GM BluePlan Engineering Limited
 - Jack Turner (Project Manager)
 - P: 519.824.8150 ext. 1237, E: jack.turner@gmblueplan.ca

2) REVIEW OF SCHEDULE FOR PIC #3

- October 7, 2021 – Notice of PIC
- October 14, 2021 – PIC Presentation posted to project webpage
- October 21, 2021 – Live PIC Presentation (online)
- October 21 – November 4, 2021 – Public Comment Period
- November 11, 2021 – FAQ Document posted

3) DISCUSSION

- Jack Turner presented draft PIC slides. The draft presentation slides have been attached to these meeting notes for review and comment. An updated version of the slides, revised based on feedback received during the meeting, is also attached to these meeting notes.

Attendees were asked to provide comments or questions they have on the draft PIC slides. The following provides a summary of the feedback received from attendees:

- **Wayne Gretzky Parkway Bridge**
 - MA noted that the City has been receiving complaints regarding the condition of the deck of the Wayne Gretzky Parkway Bridge. It was suggested that photos and references to the bridge be removed to avoid drawing attention away from the PIC material.
- **Cost of Pony Truss vs. Through Truss**
 - DZ asked if there was a difference in cost between through trusses and pony trusses. JT noted that although a through truss would have more structural members (ie overhead bracing) than a pony truss of the same span, a pony truss would likely require thicker members. Therefore, the overall cost is considered to be roughly equivalent.

ACTION BY:

- **Type of New Bridge for Brant's Crossing Bridge**
 - DZ suggested that the City replace Brant's Crossing Bridge with a unique "21st Century" style of bridge instead of a steel truss. JT noted that to mitigate the negative impact of removing the heritage superstructure, the existing through truss spans should be replaced with new prefabricated trusses. Additionally, a unique "21st Century" style of bridge would cost significantly more than prefabricated trusses.
- **Delineated Cycling Lanes on Brant's Crossing Bridge**
 - SA noted that delineated cycling lanes would be tough to implement since there are not any other bridges in the City that have delineated pedestrian and cycling lanes, and the existing trail at each approach is also not delineated.
- **Width of New Pathway on Brant's Crossing Bridge**
 - MC noted that from an operational maintenance perspective, the wider the bridge, the more passes required for winter maintenance. A 4m wide path is preferred since this would be one pass in each direction.
 - TB noted that the City's multi-use trail width is for a 3.0m wide paved pathway with 0.5m grass shoulders on each side (4m wide total).
- **Type of Deck for Brant's Crossing Bridge**
 - MC noted that from a maintenance perspective, a concrete deck is preferred since there are less joints that could be caught by maintenance equipment.
 - SA suggested that actual costs of the various deck types are shown on the slides.
 - Regarding drainage of the bridge deck, AG noted that directing water towards the ends of the bridge and deck drains would both be considered options by the GRCA.
 - There was discussion regarding the benefits of a concrete deck, specifically it's relative ease of maintenance in comparison to a wood deck. In general, the group expressed support for a concrete deck. DZ suggested that the benefits of a concrete deck be stressed as part of the presentation.
- **Incorporation of a Lookout at Brant's Crossing Bridge**
 - MC noted that if a lookout was incorporated into the bridge, considerations for winter maintenance will need to be evaluated.
 - TB noted that she recently visited a bridge that had a lookout in Cayuga. TB provided photos to the project team following the meeting for inclusion in the PIC slides.
 - SM noted that a lookout would improve the marketability of the bridge as tourist destination in the City.
 - SA noted that the lookout would need to be reviewed for accessibility compliance.

ACTION BY:

- In general, the group expressed support for incorporating a lookout into the bridge.
- **Incorporation of Lighting at Brant's Crossing Bridge**
 - There were discussions regarding the incorporation of lighting features at Brant's Crossing Bridge. In general, attendees were in favour of incorporating lighting features into the bridge. TB noted that there is lighting present at the trails on each approach.
- **Raising Deck at TH&B Crossing Bridge**
 - JT discussed the challenges associated with raising the deck at TH&B Crossing Bridge. As an alternative to raising the entire deck, MC asked if it would be possible to install raised platforms along the deck to serve as a lookout. SA noted that this would likely be hard to implement while also meeting accessibility standards.
- **Replacement of Existing Deck at TH&B Crossing Bridge**
 - DZ noted that the buttresses protruding along the sides of the bridge could be considered to be an issue for accessibility. DZ suggested providing a railing between the buttresses. JT noted that a railing could be installed but would be costly. SA suggested that the buttresses could also be painted to alert users of the bridge.
- **Rogers Fiber Optic Infrastructure on Brant's Crossing Bridge**
 - DM noted that Rogers has fiber optic infrastructure along Brant's Crossing Bridge that will need to be considered during the replacement of the bridge. DM noted that Rogers is unsure of the utility line's location on the bridge; however, there is approximately 30 feet of slack on the east embankment. DM noted it is the preference of Rogers to mount the relocated line onto the new structure as opposed to placing the line within the Grand River. JT noted that the Rogers fiber optic infrastructure could be relocated onto the new superstructure at Brant's Crossing. JT also noted that the fiber optic infrastructure would need to be temporarily supported during construction.

These meeting minutes have been prepared by the undersigned. If there are any errors or omissions in these meeting minutes, please contact the author as soon as possible.

GM BLUEPLAN ENGINEERING LIMITED

Per:



Simon Green, EIT



**CITY OF BRANTFORD
RFP 2019-82
THREE GRAND RIVER CROSSINGS EA
STAKEHOLDER GROUP MEETING #3**

OUR FILE: 119104

MEETING MINUTES

DATE: Wednesday, October 7, 2021, 2:00pm

LOCATION: Virtual Online Meeting (Microsoft Teams)

ATTENDEES:

Gagan Batra	City of Brantford (City)
Jack Turner	GM BluePlan Engineering (GMBP)
Dania Chehab	GM BluePlan Engineering
Simon Green	GM BluePlan Engineering
Inderjit Hans	City of Brantford – Public Works
Fred Standeven	Grand Valley Trail – Trail Director for Carolina Crest
Greg Kempa (GK)	Brant Cycling Club – President
Barbara Sutherland (BS)	Brantford Downtown BIA
Nathan Etherington (NE)	Brant Museum & Archives
Liz Martorano (LM)	Senior and Kids Intergenerational Programming
Tina Praass (TP)	Senior and Kids Intergenerational Programming

COPIES TO:

Brian Hutchings	City of Brantford – CAO
Maria Visocchi	City of Brantford – Communications
Colleen Stahlbrand	Brantford Safe Cycling Community Group
David Prang	Brantford/Brant Chamber of Commerce – CEO
Mae Legg	Brantford Business Resource Centre
Annette Wawzonek	Brantford Downtown Business Improvement Area
Duncan Ross	Brant Waterways Foundation – Past President
Adam Hustwitt	Conestoga College
Deanna Searle	Boys & Girls Club of Brantford
Barbara Wright	Brant Waterways Foundation
Stephanie MacPhee	Wilfrid Laurier University – Manager, Sustainability Office
Active Grand	
Brant Cycling Club	
Canada National Defence	
Downtown Central Neighbourhood Association	
Eagle Place Neighbourhood Association	
Elements Casino Brantford	
Grand Valley Trails Association	
Laurier Brantford YMCA-YWCA	
West Brant Neighbourhood Association	

ACTION BY:**1) PROJECT CORRESPONDANCE/COMMUNICATION PROTOCOLS**

Primary Project Contacts:

- City of Brantford
 - Gagan Batra (Project Manager)
 - P: 519.759.4150 ext. 5426, E: gbatra@brantford.ca
- GM BluePlan Engineering Limited
 - Jack Turner (Project Manager)
 - P: 519.824.8150 ext. 1237, E: jack.turner@gmblueplan.ca

2) REVIEW OF SCHEDULE FOR PIC #3

- October 7, 2021 – Notice of PIC
- October 14, 2021 – PIC Presentation posted to project webpage
- October 21, 2021 – Live PIC Presentation (online)
- October 21 – November 4, 2021 – Public Comment Period
- November 11, 2021 – FAQ Document posted

3) REVIEW OF DRAFT PIC MATERIALS**4) DISCUSSION**

- Jack Turner presented draft PIC slides. The draft presentation slides have been attached to these meeting minutes for review and comment. An updated version of the slides, revised based on feedback received during the meeting, is also attached to these meeting minutes.

Attendees were asked to provide comments or questions they have on the draft PIC slides. The following provides a summary of the feedback received from attendees:

- **Cycling Counts on Lorne Bridge**
 - BS asked if the Transportation Study completed as part of the MCEA included cycling counts along Lorne Bridge.
 - *2021-10-15: Upon review, traffic counts did not include cycling data for the study area intersections; however, the Transportation Study provided estimates of cycling demand based on the Transportation Tomorrow Survey. Based on the data, Colborne Street between Brant Avenue and Gilkison Street could see approximately 145 cyclists per day.*
- **Incorporation of Lighting at Brant's Crossing Bridge**
 - There were discussions regarding the incorporation of lighting features at Brant's Crossing Bridge. LM noted that accent lighting on the bridge could be very aesthetically pleasing and also provide a higher level of comfortability for users crossing the bridge at night.

- **Width of New Pathway on Brant's Crossing Bridge**
 - LM agrees that the pathway over the bridge should be wider than 2.5m, noting that the D'Aubigny Bridge is too narrow, especially with the bollards at each end.
 - NE noted that during an event in which there was high traffic on the TH&B Crossing Bridge, he found the width of the bridge to be sufficient. NE suggested that the 3.9m width of the Gordon Glaves Crossing Bridge be considered the minimum width for the new pathway.
 - In general, attendees were supportive of a 4m wide pathway for the new bridge.
- **Type of Deck for Brant's Crossing Bridge**
 - LM suggested that the new deck or benches along the deck could incorporate recycled materials, such as compressed milk cartons. JT noted that the bridge deck is a structural element and must be built to material specifications outlined in the Canadian Highway Bridge Design Code (S6-19); however, the recycled materials could be considered for benches if they were to be incorporated into the new bridge.
 - IH asked if the cost of the trusses would increase due to concrete being heavier than wood. JT noted that there could be a change to the thickness of some of the truss members, and that this increased cost has been factored in to the cost estimate shown on the presentation slides.
 - In general, attendees were supportive of a concrete deck for the new bridge.
- **Incorporation of a Lookout at Brant's Crossing Bridge**
 - TP noted that a lookout would provide users the opportunity to stop and rest as they cross the bridge, which could be particularly beneficial to the senior population living in the adjacent Brant's Towers.
 - LM noted that a covered lookout, similar to the one shown at Craig's Crossing in Cambridge, would be ideal.
 - In general, attendees were supportive of incorporating a lookout into the new structure at Brant's Crossing Bridge.
- **Revised Cost Estimates for Brant's Crossing Bridge**
 - IH suggested that the revised cost estimates for Brant's Crossing Bridge could be presented to be more reader friendly. GMBP to revise and submit to the City for their feedback.
- **Replacement of Deck Boards at TH&B Crossing Bridge**
 - IH noted that the City's maintenance staff currently have difficulties with replacing deck boards at TH&B Crossing Bridge, and have resorted to installing plywood patching, which results in an uneven riding surface. JT noted that the replacement of wood deck boards like-for-like should be a routine procedure. GMBP to review the City's maintenance procedure and advise.

GMBP



- **Removal of TH&B Crossing Bridge**

- LM asked when it was decided that the TH&B Crossing Bridge would eventually be removed. JT noted that the preferred solutions for each structure were presented in PIC #2 in the spring of 2021.

These meeting minutes have been prepared by the undersigned. If there are any errors or omissions in these meeting minutes, please contact the author as soon as possible.

GM BLUEPLAN ENGINEERING LIMITED

Per:

A handwritten signature in black ink, appearing to read 'Simon Green'.

Simon Green, EIT

<p>Stakeholder: Linda Penrice</p> <p>March 5, 2020 – Comment through City Website</p> <p>As cycle coordinator for Brant Pedalers and Paddlers (an active seniors group) I would like to comment on the use of the pedestrian bridges. Our group uses the TH&B bridge very often for circle trips - at least 8 times a year. That bridge has a very poor surface for bikes - nails sticking up, etc. The Brant Crossing bridge was much better. I hope both bridges can be fixed and kept. But I also strongly suggest that both not be fixed at same time. As seniors, we would have difficulty using Lorne Bridge, and as coordinator, I would not like to be restricted to only that bridge. Our group has over 130 members and 12 - 18 of us regularly cycle or walk over the River there. I also personally use the pedestrian bridge at least 8 times a month during the spring and summer and fall. Thank you for your consideration of this matter.</p>
<p>March 9, 2020 – Sharon Anderson (City) - Response (by email)</p> <p>This is to confirm the receipt of your comments on the three grand river bridges submitted on 3/5/2020.</p> <p>Would you like to be added to the distribution list for this project? You would receive notification of public information centres which will be held throughout the project. These provide additional opportunities to provide comment on concepts and alternatives as they are developed over the course of the project.</p> <p>If you would like to be added to the distribution list please confirm that this email is your preferred contact method, or if you would prefer to receive information by mail, please provide your mailing address.</p>
<p>Stakeholder: Andrew Robinson</p> <p>March 8, 2020 – Comment by email</p> <p>I am responding to the call for comments from the Brantford Expositor on Thursday March 5th.</p> <p>I don't have much to say, but I want to express the strongest support for repairing both and at least one of the two pedestrian bridges over the Grand River.</p> <p>I live in West Brantford on Strawberry Hill and I work in downtown Brantford. Besides appreciating the old train bridges for their historical and heritage value, I use them to travel to work and for recreation in the summer. I think it would be a great loss to Brantford for either, and especially both, of them to be allowed to go out of use.</p>
<p>March 9, 2020 - Jack Turner (GMBP) - Response (by email)</p> <p>Thank you for your comments and input into this project. They will be included in our comment registry that will be apart of our final project report. At this time the project is just getting started and we cannot provide any further information at this time.</p> <p>Would you like to be added to the distribution list for this project? You would receive all project notices including those for public information centres. These meetings provide additional opportunities for the public to provide their input on concepts and alternatives as they are developed over the course of the project.</p> <p>If you would like to be added to the distribution list please confirm that this email is your preferred contact method, or if you would prefer to receive information by mail, please provide your mailing address.</p>
<p>Stakeholder: Fred Madwid</p> <p>April 10, 2020 – Comment by email</p> <p>Is there information as to why the Railroad Bridge at Brant's Crossing has yet to be opened after three yrs?</p>
<p>April 14, 2020 Jack Turner (GMBP) - Response (by email)</p> <p>The Brant's Crossing remains closed due to the structural condition of the bridge. Whether the bridge is rehabilitated, replaced, or permanently closed will be determined through this study.</p>
<p>April 15, 2020 Comment by email (response to JT)</p> <p>With all due respect Mr. Turner, Can you give a reason that it can't be open to foot traffic. Has it been inspected by an engineering firm willing to accept the liability of it's decision?</p>
<p>April 16, 2020 Jack Turner (GMBP) - Response (by email)</p> <p>As noted in my original response, the structure remains closed due to the structural condition of Brant's Crossing bridge. The condition was determined through a thorough inspection carried out by GM BluePlan Engineering utilizing climbers to inspect difficult to access areas. Based on the findings of this inspection, GM BluePlan Engineering recommended that the City of Brantford keep the bridge closed until the necessary repairs can take place to ensure its safe use by the public. As noted in my email below, the purpose of this Environmental Assessment study is to determine the path forward for this bridge, i.e., rehabilitation, replacement, or permanent closure or removal.</p>



Stakeholder: Bill Henry
April 30, 2020 – Comment by email As a cyclist with a group using one of the rail bridges at least once per week in season, would really appreciate being in the loop. Please keep in mind the important recreational use of this area.
May 26, 2020 Jack Turner (GMBP) - Response (by email) I apologize for the delayed response and hope you and your family are keeping safe and healthy. We have added you to the mailing list for the project so that you will receive future notices. Please find attached the notice of a virtual public information centre. Within the notice, there is a link to the study webpage. A video will be posted to the webpage tomorrow with information on the preliminary stages of the study and requesting public feedback. Within the information on the study webpage you will find dates for future information and opportunities to provide the project team feedback.
Stakeholder: Roxanne Shepherd
May 26, 2020 – Comment through City Website I'm in favour of repairs to all 3 bridges the Lorne, Brant's Crossing and TH & B. I do not want trees cut down on east side of Lorne bridge esp between Colborne W and BSAR bridge of river. It provides a lot shade on dike, beautiful scenery, birds and their songs, squirrels, all provide for a very enjoyable and peaceful walk. Also many Orioles come there as well in season. Without those trees it would drastically change the landscape altogether. Tidy up a little and dead wood is fine, but clear cut, no way! The flower gardens, steps, and overlook on east side of Lorne Bridge absolutely need to be renovated completely, It used to be so beautiful there yrs ago, and it has been really let go over that last several yrs. Very disappointing. Lorne Park is stunning however, more roses need to be added, and whatever happened to "Blooming Brantford" and our heirloom Roses? There used to be the most stunning roses you ever seen at Lorne Park, now there is only a few. North side of Lorne bridge does need to be cleaned and cultured for sure, as walking under and about the bridge is tricky, I am a walker and it could be cleaned up, but also keep some natural beauty as well. After all, this is the Grand River, majestic, beautiful, lush, a Carolinian Forest like no other, rich with wildlife, rare and beautiful flora, and peacefulness, where people go to find all these things. Citizen's and visitor's come to experience our nature and its beauty here and what our historical Grand River has to offer.
May 26, 2020 Jack Turner (GMBP) - Response (by email) Thank you for your comments. One of the studies that will be undertaken to support this project is an Environmental Impact Study which will assess the natural environment and any potential impacts to it based on any proposed construction. Aside from the connectivity to the roadway and trail network, Lorne Park and the outlook structure are not a part of this study. This study is focused on the Lorne, Brant's Crossing and TH&B Crossing bridges. Do you wish to be added to the mailing list so that you will receive future study notices? If so, please provide your information on how you wish to be contacted. Please also find attached the notice of a virtual public information centre. Within the notice there is a link to the study webpage. A video will be posted to the webpage with information on the preliminary stages of the study and requesting public feedback. Within the information on the study webpage you will find dates for future information and opportunities to provide the project team feedback. Please let us know if you have any other questions.
Stakeholder: City Resident
June 16, 2020 – Verbal Comment to Parks Staff – as signs were being installed for the Grand River Crossings Project An individual who uses the CN Bridge daily informed staff that they would prefer both the pedestrian bridges be repaired, but if they had to choose one of them, they would choose the trestle bridge because the water is visible from there. (Name or contact was not provided but wanted to ensure their comment was noted).
Stakeholder: Jo-Ann Dickson
June 16, 2020 – Comment via Telephone Conversation with Sharon Anderson (City) Jo-Ann received the hard copy material requested at the start of the month. She liked the video and associated materials. She has questions regarding whether the Lorne Bridge could be widened to allow for concentrating cost on a single bridge may be more affordable but what would it do to traffic? She has questions about whether the pedestrian bridges could be raised. She has concerns about the load posting and what it means for traffic. Questions around the timing for when work would be completed. Mused about possible alternative routes to direct cycling traffic towards the new YMCA building and away from Lorne Bridge. Jo-Ann loves the area and wants to maintain the history of the

<p>area. She indicated she plans to submit her questions formally as part of the PIC process during the second question period.</p>
<p>June 16, 2020 Sharon Anderson (GMBP) - Response (via telephone during conversation)</p> <p>Sharon responded by taking her through the EA process in condensed form, revisiting the four evaluation criteria discussed in the presentation in more detail and reviewing the studies which still need to be completed which will be examining feasibility of structural changes to the structures. Sharon also confirmed Jo-Ann's request to receive hardcopy Q&A material.</p>
<p>Stakeholder: Marguerite Goldstein</p>
<p>June 16, 2020 – Comment via Telephone Conversation with Sharon Anderson (City)</p> <p>Marguerite saw one of the signs on the TH&B bridge and wanted to submit her thoughts. She is a senior using Brant's Crossing Bridge to access her bank across the river. She thinks both pedestrian bridges should be kept as many seniors use them regularly. She will be included to the project distribution list. Sharon discussed the current PIC process and hardcopy materials will be sent to her once the Q&A materials are finalized and posted.</p>
<p>Stakeholder: Darlene & Derek Jennings</p>
<p>June 19, 2020 – Comment via Telephone Conversation with Sharon Anderson (City)</p> <p>Derek saw the sign on the TH&B bridge and wanted to convey that the thought the pedestrian structures should both be fixed. Darlene continued with them both wanting to be added to the distribution list. Darlene grew up in Brantford and wants to see the pedestrian bridges fixed up and saved. She uses a mobility scooter and likes using the pedestrian bridges. She will not use the Lorne Bridge as she is afraid of heights and is concerned about the speed of traffic in proximity to her during her use of the structure (she was not asked if she uses the scooter on the sidewalk or roadway). A lot of people have not been to West Brant since the structure was closed down in 2018. Its easier for people in the apartments to connect to the FreshCo (grocer in plaza opposite the Casino) from West Brant. They indicated that the bridges have historical significance to Brantford, are part of Brantford's heritage and should be kept. She is concerned about the level of change in the downtown and fears losing more of Brantford's history should any of these bridges be removed.</p>
<p>Stakeholder: Ann Spence</p>
<p>June 23, 2020 – Comment through City Website</p> <p>Thank you for the opportunity to give input on the bridges.</p> <p>As I live at 5 Ford View Court, these bridges have an impact on most of us living here. I support repairing the Lorne Bridge if it can be done 'safely and economically' It is a vital and beautiful, historic part of Brantford's history.</p> <p>When I walk, I find the most motivational walk for me was to walk to the TH&B bridge, cross it and come back across on the Brant Crossing Bridge. If I had to choose between the 2 pedestrian bridges I would choose to see the Brant Crossing repaired. It is esthetically pleasing and you can see the river, birds, ducks etc. as you cross.</p> <p>The TH&B is so built up, children and short people such as myself only see rusty walls. Not at all enticing to cross, when you wish to be out in nature except you can look forward to re-crossing on Brant Crossing Bridge.</p> <p>Many folks here used both bridges as a shortcut to downtown, the casino and the Tim Horton's / Fresco Plaza.</p> <p>We have a beautiful, vibrant area here that many people of all ages enjoy . I hope it will continue to thrive.</p> <p>Thank you for your efforts on that behalf.</p>
<p>Stakeholder: Jacquie (no last name provided)</p>
<p>July 14, 2020 – Comment through City Website</p> <p>All alternatives are understood. I feel the focus should be Lorne Bridge followed by the reconstruction of the TH&B Crossing. If we were to make improvement to include a bike lane on the Lorne Bridge and make significant improvements to the TH&B Bridge. I feel the Brant Crossing could be torn down. The TH&B Bridge is essential to trails and access to places like Lions Park but could stand to be more pleasing to the eye.</p>
<p>Stakeholder: Bob Szoke</p>
<p>March 24, 2021 – Comment through City Website</p> <p>I appreciate the opportunity to comment. I am one of many active cyclists that use the Grand River Trail system and the TH&B bridge as the only safe way to cross the river for cyclists. I use this at least 3-5 times per week. In what ever solution that is chosen, vehicle isolated, accessible, plus convenient location needs to be considered. I have watched a lot of west side people use the TH&B bridge to go shopping, so it is not just cyclists. Please insure we do not lose the almost perfect trail system that we are now known for (including the Graves Bridge under jeopardy with the proposed Oak Park Rd. extension looming disaster).</p>

April 27, 2021 Jack Turner (GMBP) - Response (by email)

In response to your questions and comments below, we offer the following:

Based on public feedback and active transportation counts completed prior to the closure of the Brant's Crossing bridge in 2018, the large majority of people prefer the Brant's Crossing Bridge location. The recommended solution would provide for vehicle isolated, accessible and convenient crossing for both pedestrians and cyclists at the current Brant's Crossing Bridge location. The replacement bridge would allow for a wider deck, similar to the width of the TH&B Crossing Bridge, that would allow cyclists space to ride across the bridge. The recommended solution also proposes minor repairs to TH&B Crossing Bridge in the interim which will provide the cyclist facilities over the Grand River and ensure a connection is available until Brant's Crossing Bridge is reopened.

Stakeholder: (No name provided)

April 8, 2021 – Comment through City Website

As a cyclist, I appreciate that this study for the bridge crossings supports active transportation and the value of Brantford's beautiful river trail system. My concern is the time it will take to make these improvements, as well as how it will protect the environment and species at risk. In what detail will the study define how the environment will be protected when repairs or construction takes place? Will this support the proposed enlargement of a Greenbelt area that includes the Paris-Galt moraine, which protects the environment, groundwater and the drinking water for the Grand River?

Can the surface of the TH&B rail bridge be improved/repared now to make it safer and a level, smoother accessible surface before the study completed? Please refer this to Parks and Rec if this is the department which can act now.

Looking at the bigger transportation picture for Brantford (and Rest Acres Road in Brant County) can prioritizing the improvements or widening of the Lorne Bridge (and Memorial Parkway) prevent the need for the construction of the Oak Park Road extension and bridge? I am opposed to the Oak Park Road extension which will damage prime natural environment, and the value of the river eco system, and the trail system and the surrounding areas with noise and pollution. Please consider consulting with the Oak Park Road extension study PIC#2 to promote the value of the improvements being made in the Three Bridges Crossings study. I fear that the destruction caused by constructing another road and bridge through the beautiful and valuable natural area of the Oak Park Road extension will harm the health and wellbeing of residents and go against the Climate Emergency declared by the city as well as impact the tourism economy. I believe the benefits of protecting the natural environment for residents and tourism with enhanced active transportation as well as a Greenbelt for our Heritage Grand River is the direction for keeping the City of Brantford a vibrant healthy place to live. Thank you for considering the input of a concerned citizen.

April 27, 2021 Jack Turner (GMBP) - Response (by email)

In response to your questions and comments below, we offer the following:

As part of this Environmental Assessment (EA), a Natural Environment Report was prepared to investigate vegetation, wetlands and significant valleys, wildlife and wildlife habitats, threatened and endangered species, and fish and fish habitat within the Study Area. The report also details possible impacts to the natural environment based on the alternative solutions being considered as well as recommended mitigation measures. Overall, impacts to the natural environment for the recommended solution are anticipated to be temporary and can be mitigated. The details on the mitigation measures for the recommended solution will be prepared following completion of this EA, during the design phase, which will include obtaining permits from regulatory agencies such as the Grand River Conservation Authority, Departments of Fisheries and Oceans and the Ministry of Natural Resources and Forestry.

Regarding the current condition of the wearing surface of the TH&B Bridge Crossing and whether it can be repaired now, your comment has been forwarded to the City and it will be reviewed as part of the design.

Regarding the broader transportation network within the City of Brantford, the main goal of this EA was to primarily assess the deteriorating condition and age-related concerns of these structures. Additionally, this study examined alternative solutions to maintain or improve the pedestrian, cyclist, and vehicular connectivity needs and to accommodate the growth of Brantford identified in the City's Official Plan and Transportation Master Plan (TMP). Recommendations for the City-wide road, transit and active transportation network and other measures to address the future growth demands are contained within the TMP. This EA and the Oak Park Road Extension EA incorporate the analysis and evaluations undertaken in the TMP. It should be noted that even if the bridge was widened, other road infrastructure in the area would also need additional capacity to accommodate the future travel demands. The requirements for the City-wide transportation network are beyond the scope of this study.

April 30, 2021 - Response (by email)

Thank you for taking time to make your detailed response to my questions and concerns. I appreciate receiving the information about the EA's scope and limits. I look forward to the results of the study and repairs to the crossings to facilitate active transportation and trail use.

Thank you for forwarding the information to the City about the uneven surface of the TH&B crossing.

<p>Stakeholder: Ed Bernacki</p>
<p>April 12, 2021 – Comment through City Website</p> <p>There is no doubt of the historical value of all three bridges. The city has a report saying this. What I have yet to see is the long term tourist and recreation value of using these bridges. This is more than a technical discussion. Within ten years, thousands of people will live nearby. Colbourne Point will force a new look at Brants Crossing. New Buildings by the Civic Centre will add many residents. Where is the thinking, plans, consideration of the future marketing potential to use the bridges to add to the livability of the city? To compare, go to Cambridge and notice how it added a new pedestrian bridge. It also developed its potential of the rivers to be a great experience for locals and tourists. So.... where is the discussion on how these bridges could be used in coming years? This must be part of any strategy.</p>
<p>April 27, 2021 Jack Turner (GMBP) - Response (by email)</p> <p>In response to your questions and comments below, we offer the following:</p> <p>This Class EA supports the long-term vision for the City of Brantford as described in the City's Official Plan and the Transportation Master Plan. These Plans, in turn, align with Provincial policies and legislations regarding land use and growth planning. This Class EA study considers heritage value and use by the public, both in the interim and in the longer term. This information, in addition to other factors such as technical viability and potential environmental impacts, was used to evaluate alternatives for each crossing and to evaluate overall crossing strategies to identify a Recommended Solution. In the case of a new pedestrian and cyclist crossing, the potential impacts outweighed the benefits and the evaluation concluded that constructing a new crossing bridge would not be reasonable.</p> <p>That said, the recommended crossing strategy includes replacement of the Brant's Crossing Bridge. This strategy allows flexibility to design the crossing bridge without firm limits on the cross-section width; this means that it would be possible to have dedicated pedestrian and cycling lanes or to incorporate architectural or aesthetic features. The detailed design of the bridge will be completed after conclusion of the Class EA but does not preclude some of the concepts you listed.</p> <p>Please let us know if you have any questions.</p>
<p>April 12, 2021 – Comment via email</p> <p>I certainly did not expect the city to forward this question to an outside consultant. Very interesting. This biggest flaw in the way this city thinks is its inability to reconceptualize old assets and give them new life. Saying that, I was told the council will not "put a dollar into the old bridge". The area of this bridge will suddenly have several thousand people living nearby. It could become a new river district if the city thought in terms of creating precincts or districts. I have lived in 8 cities in three countries and traveled a great deal over 40 years. This is the least impressive city I have lived in it was better 40 years ago when I left. This is not an engineering question...My question was not about any technical or historical issue; it was trying to get a sense of the city has the vision to keep the asset and build a river district. But history is not kind. The whole area is poor. I have no idea what Brants Crossing was supposed to be. We turned a great potential asset into a skate park and a place to take drugs. If it was a Brants Crossing Cafe offering decent coffee, it could likely be very successful for 6 to 8 per year. How about dinners on the bridge? Ottawa does that. Until the city commits to build a true river park, there will not be 20 year vision for the area. I do wonder... If the bridge is dismantled, how could the city use the materials? Cambridge does this well. Wellington turned a modern footbridge into a sculpture...with old materials -- see attached. This factor was also a measure in the recent ranking of the most livable cities in Canada. Of the 160 or so communities on the list. Brantford did not make it.</p> <p>https://stop-opre-brantford.ca/blog/f/how-livable-is-brantford</p> <p>https://stop-opre-brantford.ca/blog/f/how-livable-is-brantford</p> <p>A well-developed river district could help. Guelph understands design in ways that is still new to Brantford. Its core is nice. You have a downtown that is becoming vibrant. The museum repurposed an old school I believe. It reminds me of some of the smaller Australian cities I saw when I lived there. They were built with good architecture and kept it. I will look forward to the results.</p>
<p>Stakeholder: Meg Wyatt</p>
<p>April 12, 2021 – Comment via email</p> <p>Hi there, I love and miss the pedestrian bridge at Fordview. It has great views and is important to the trail system too. The second pedestrian bridge doesn't allow for a good view of the river with its high closed walls and feels sketchier/dangerous to me as a woman walking alone. That said, if not alone the two pedestrian bridges made a great short, easy, accessible loop for walkers. If you update the second bridge, please open it up to feel safer.</p> <p>The road bridge is very noisy, but I think it's important that it always have pedestrian sidewalks too. It's great to keep the city and parks as walkable as possible.</p>
<p>April 27, 2021 Jack Turner (GMBP) - Response (by email)</p> <p>Thank you for your comments Meg.</p> <p>The recommended solution for the Lorne bridge includes preserving the sidewalks. The recommended solution for the currently closed bridge (Brant's Crossing Bridge) is that it be replaced with an open structure that would maintain the views of the Grand River, the surrounding landscape, and the Lorne Bridge for many years to come. The recommended solution for the enclosed bridge with high walls that does not provide aesthetic views of the area (TH&B Crossing Bridge) are to make minor repairs to the deck, and eventually remove the structure. As</p>

the walls of this bridge are the structural element of the bridge, they cannot be opened up to provide better views.

We hope the above answers your questions.

Stakeholder: Bill & Carole Thompson

August 19, 2021 – Comment via email

We responded to a questionnaire last year regarding what to do with the bridges over the Grand River. There were numerous options including doing nothing. We are wondering if anything is in the works to repair the one pedestrian bridge. The decking seems to have more patches all the time. We are under the impression that the city is considering painting the sides to cover graffiti. We don't notice the graffiti as we can't take our eyes off the decking when cycling as it is so terrible. So... hoping the city is planning to fix the decking as painting the sides will only give the artists a blank slate. It is an embarrassment for our city which is the hub on Ontario trails.

August 19, 2021 Councillor Jan Vanderstelt (Corporate Communications) Response (by email)

We do indeed have a plan! Thanks for contacting me about this, many people have the same concern. My wife Lynda chastises me every time we cross the bridge, "Can't something be done about this Councillor Vanderstelt?"

Our Council supported plan is to completely replace the 'Brant's Crossing' bridge but raise it by 85 cm above the current height. We wouldn't want a future flood even to damage the new bridge. As well, the bridge approaches on both sides will be built to accommodate foot traffic as well as riders.

Once the new bridge is constructed and the trail link restored completely, the THB bridge will be removed from service and dismantled. I'll ask our staff to comment on the timelines for this rather complex repair.

August 23, 2021 Gagan Batra (City) – Response (by email)

Thank you for your interest and participation in the Three Grand River Crossings Environmental Assessment. As Councillor Vanderstelt has mentioned, Council approved the option to replace the currently closed Brant's Crossing Bridge with a new, raised structure that will help prevent future flooding. In the interim, the City is working on the minor repairs required to safely reopen Brant's Crossing Bridge as soon as possible, and the work is expected to be complete in the fall this year to restore this vital connection in the trail network.

With regard to TH&B Crossing Bridge, Council approved the option to perform the minor rehabilitation necessary to the bridge, including replacing the wooden deck. Once the EA is finalized this year, the City will proceed with replacing the wood deck in 2022. Please don't hesitate to reach out if you have any other questions.

Stakeholder: Brian Moore

October 7, 2021 – Comment via email

While I can understand that there is a need for only one bridge for foot-traffic, I would be curious to know why the Brant Crossing Bridge was recommended for continuation into the future but the TH&B bridge was not.

October 20, 2021 Jack Turner (GMBP) – Response (by email)

Through consultation with stakeholders, including the public, it was identified that the Brant's Crossing bridge location is more desirable. Both the Brant's Crossing bridge and TH&B Crossing bridge need to be raised in order to minimize future damage from flooding. It was assessed that concentrating the investment into one structure was prudent. Given the close proximity of both structures, the historical importance and more desirable location of the Brant's Crossing, this location was recommended for significant improvements.

For more information, please refer to the numerous documents for previous Public Information Centres and frequently asked questions that can be found on the project website here: www.brantford.ca/ThreeGrandRiverCrossings

Stakeholder: Colleen Stahlbrand

October 26, 2021 – Comment via email

When I gave feedback on sharing Brant's Crossing Bridge I wasn't as precise as I intended. I agree that separate cycling lanes and pedestrian lanes would not be practical. A painted line down the centre would suffice to cue both cyclists and pedestrians to stay to their right. This does not interfere with someone crossing to view the other side of the bridge. Other communities have signage for cyclists to stay on the right and pass on the left. e.g. Newmarket. Pedestrians and cyclists tend to spread out in groups across the trails and bridges impeding others, mostly cyclists from safely passing. The painted line appears to work very well. (e.g. under the Lorne Bridge)

Will this project be responsible for the ramps to access the raised Brant's Crossing Bridge? Is that something for later?

I didn't expect to have the opportunity to comment on Materials. Thank you, on behalf of the Brantford Safe Cycling Community Group. I did send out the notification of PIC 3 to the community group. I don't know if you received any other feedback. Everything is progressing so quickly. Congratulations on such an excellent job.



October 20, 2021 Jack Turner (GMBP) – Response (by email)

Thank you for your comments.

The inclusion of a painted line down the center of the new pathway on the new Brant's Crossing Bridge will be reviewed as part of the detailed design phase.

In regards to the ramps at Brant's Crossing Bridge, the need for ramps and re-grading of the approaches to the Brant's Crossing Bridge following the raising of the bridge was a consideration of this EA. Due to the anticipated geometry of the new trusses, it is expected that only minor adjustments or ramps will be required to access the raised structure, but will ultimately be confirmed during the detailed design phase.

We don't have records of any other input from the Brantford Safe Cycling Community Group, but we thank you for your input and interest in this study.

Stakeholder: Rick David

October 23, 2021 – Comment via website

Lorne Bridge

I agree with the Recommended Design Concept for Lorne Bridge:

Maintain existing sidewalks and vehicular lane widths following rehabilitation

Please choose one:

Questions/Comments:

Brant's Crossing

Do you have any comments on the style of the new trusses at the end spans of Brant's Crossing Bridge (ie "Through Trusses" vs "Pony Trusses")?

Questions/Comments:

Questions/Comments No

Do you have any comments on the width of the pathway over the Brant's Crossing Bridge?

Questions/Comments:

Questions/Comments To me, it seems as long as it was repaired it would meet the immediate need. However thinking lonnger term I would expect we would want to encourage the use of bicycle traffic, so more lanes would help and separating foot from cycle traffic would help also. We are also seeing more E-bike traffic so perhaps this is the time to consider rules on how those faster vehicles would need to be used along side of either bicycles - or should those be considered as powerwd transportation and made to use the roads with cars and trucks? This might be too big an issue to deal with here, becuse it would have spillover implications on all the bike paths. I have said "Yes" to the choices at thw bottom, but it is a "Qualified Yes", trustinng that the proposed solutions considered the encouragement of the use of cycling over cars.

Do you have any comments on the material type used for the new bridge deck at Brant's Crossing Bridge?

Questions/Comments:

Questions/Comments No

Do you have any comments on the incorporation of a lookout at Brant's Crossing Bridge?

Questions/Comments:

Questions/Comments I would love to see one but then you would have to consider there would need to be a place for pedestrian and cycling traffic to stand and/or park so they did not impede the flow accross the bridgenfor others not choosing to stop.

Do you have any comments on the incorporation of lighting along the Brant's Crossing Bridge?

Questions/Comments:

Questions/Comments Again thinking of increased usage ... yes lighting would wncourage more use of the bridge. Particularly for those wanting to cycle to and from work in the reduced daylight hours.

I agree with the Recommended Design Concept for the Brant's Crossing Bridge:

Pony trusses at end spans and through trusses at middle spans

4 meter wide pathway over bridge

Concrete deck



Incorporation of a lookout

Incorporate functional lighting and consider accent/aesthetic lighting during detailed design

Please choose one: Yes

Questions/Comments:

TH&B Crossing Bridge

I agree with the Recommended Design Concept for the TH&B Crossing Bridge:

Wood deck (designed to minimize damage from maintenance equipment)

Replace existing deck in the same configuration and do not raise the deck

Please choose one: No

Questions/Comments:

Do you have any additional comments:

Please identify any additional comments, questions or concerns you may have regarding the Three Grand River Crossings Municipal Class Environmental Assessment: As I said above, I suspect that just maintaining the structure and strengthening it would not consider the desire to encourage increased cycling (and E-bike usage).

November 30, 2021 Jack Turner (GMBP) – Response (by email)

Thank you for submitting your responses and questions detailed in the email below.

In regards to encouragement of cyclist traffic, as you have identified the recommended replacement of Brant's Crossing Bridge includes for a wider pathway (4m or 13ft wide) across the bridge, which is the recommended width of a Multi-use Pathway in the City of Brantford. Regarding the use of E-Bikes, they are not currently allowed on any multi-use path or trail in the City of Brantford.

In regards to the incorporation of a lookout, it is recommended that the new lookout on Brant's Crossing Bridge protrude from the travelled pathway on the bridge, similar to the existing lookout on the bridge. A lookout protruding out from the travelled pathway gives the opportunity for users to stop, rest, and enjoy views of the Grand River and the surrounding natural environment without impeding the flow of traffic across the bridge.

Thank you for your input and interest in this study.

Good Morning Nathan,

Thank you for sending this information through. It certainly provides some context and interesting background on the area and these bridges.

We will pass this along to Golder and Associates who will be completing the Cultural Heritage Evaluation Report.

We look forward to speaking with you this afternoon at the Stakeholder Meeting.

Regards,

Jack Turner, P.Eng.
Project Manager, Partner

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t: 519.824.8150 ext. 1237 | c: 226.755.0292 jack.turner@gmblueplan.ca | www.gmblueplan.ca

Good morning,

I've prepared some Historical context include the history of the current and past bridges that have crossed in the Three Bridges study area. I hope these are of use as this project moves forward and I look forward the rest of the Stakeholder Meeting this afternoon.

Many thanks,

Nathan Etherington
Program & Community Coordinator
Brant Museum & Archives

Three Bridges

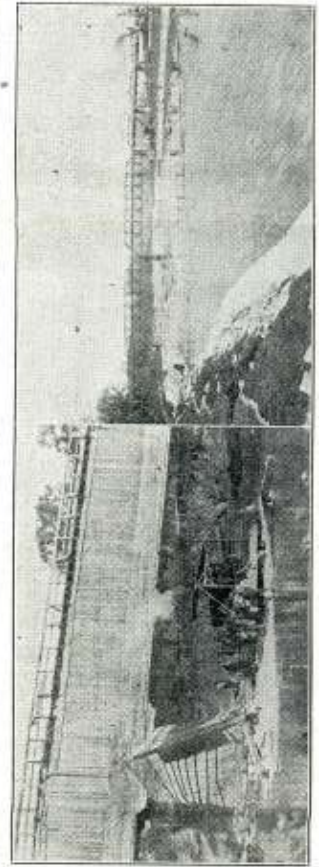
The Historic context

Nathan Etherington

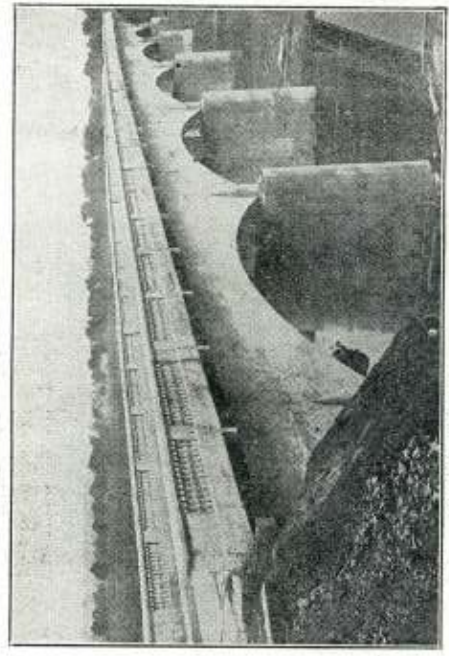
Brant Historical Society

Two Iron Bridges and Modern Bridge

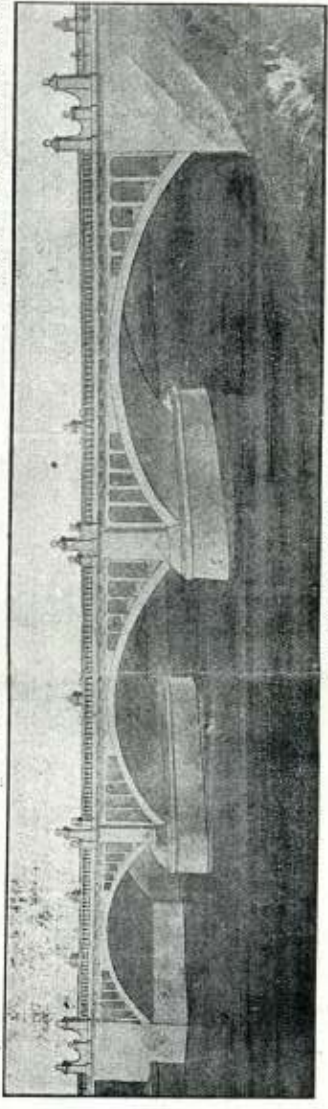
*The Cockshutt and Lorne Bridges of Today
Exposed Aug 7, 1937 and Yesteryears*



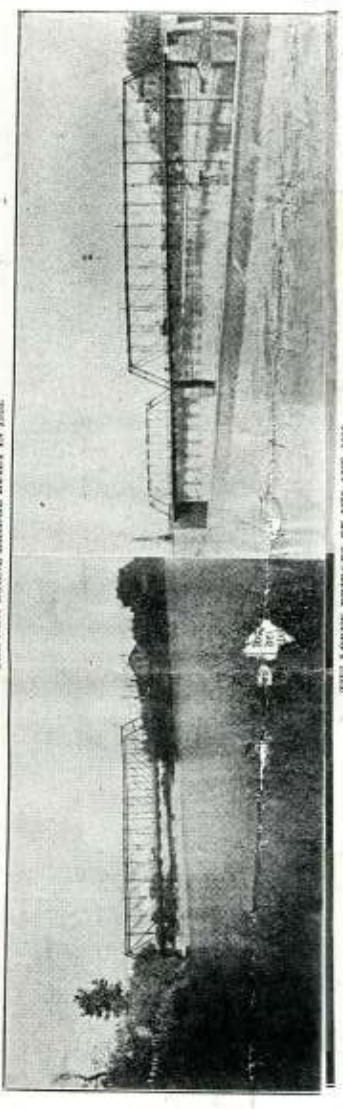
THE COCKSHUTT BRIDGE OF 1857 AND THE STRUCTURE OF 1937



THE NEW COCKSHUTT BRIDGE CONSTRUCTED IN 1931



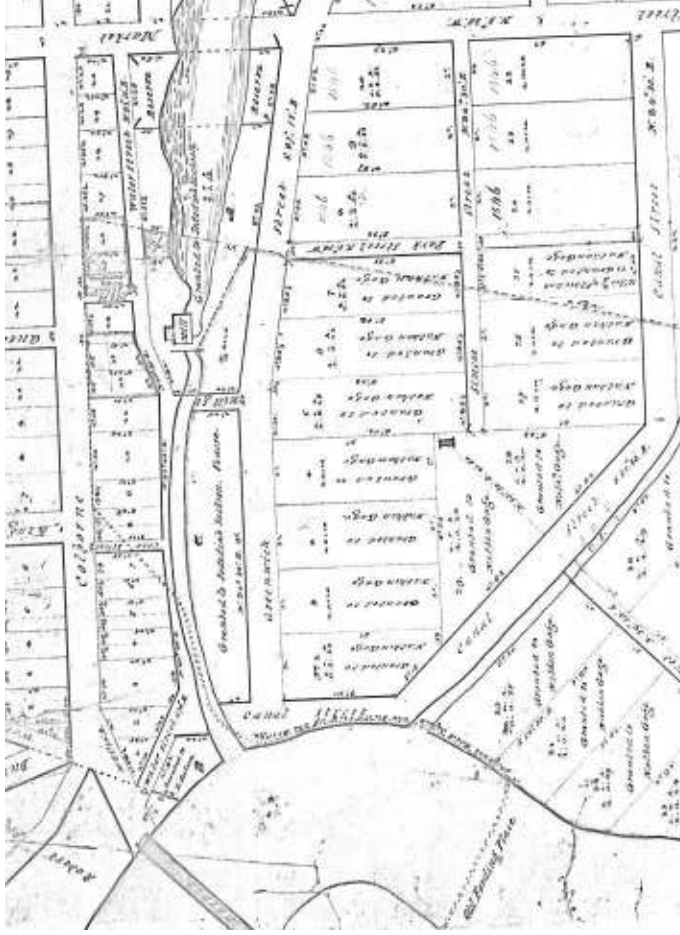
THE NEW LORNE BRIDGE BUILT IN 1934



THE LORNE BRIDGES OF 1878 AND 1934

Three crossings dating millennia

- Map October 1849 by Lewis Burwell showing the location of “Old Fording Place” near current TH&B Bridge
- First bridge collapsed into river with first cart driven across (Biggar’s Bridge)



carried on at Little York (Toronto). It appears that in 1826 or 1827, when there were about 300 inhabitants, a question arose about naming the place. Robert Biggar, who came from Scotland about 1805, owned a quantity of land around the **bridge** and had been instrumental in rebuilding the **bridge** across the river that had been washed away. The new structure was called **Biggar's bridge**, and he wanted the place called **Biggar's Town**. Marshal Lewis, the null owner, also

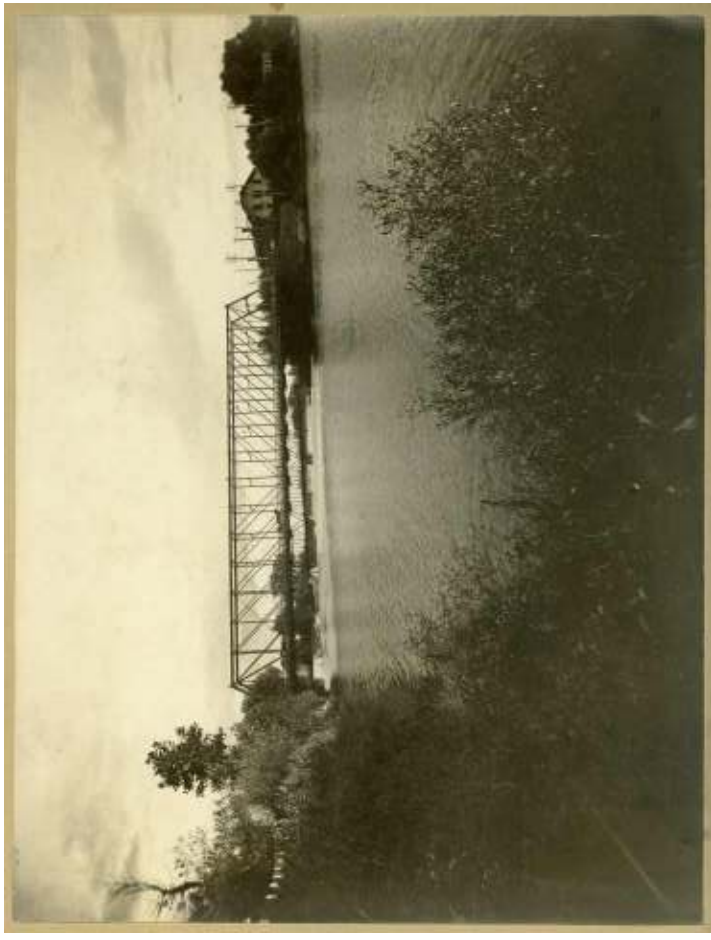
Crossing still a complain in 1855

BRIDGES.

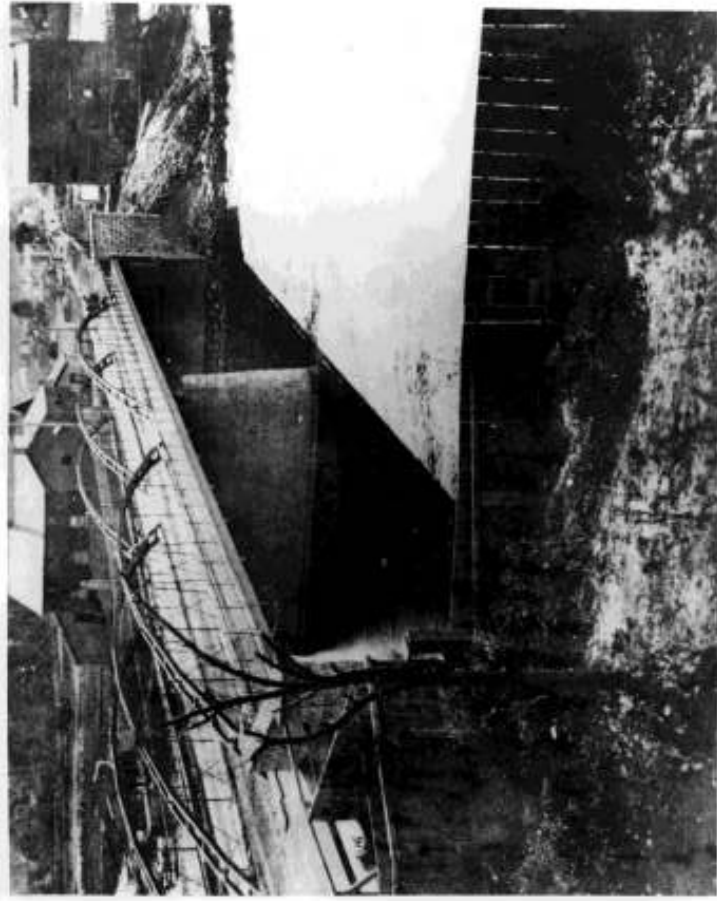
We were asked a few days since, by a gentleman somewhat interested in the re-erecting of the Colborne Street Bridge, spanning the Grand River, if there was any likelihood of it being rebuilt. All the information on the subject we could afford him was such as we gleaned from the remarks of the Mayor, while conversing with the Council about it. Some action certainly should be had, and at once, in the matter. If the right to build a new or repair the old bridge has been vested in the Corporation, by the Government, why delays the Corporation in a matter of so much importance, not only to the people of Brantford alone, but to the whole travelling community? A want of funds may be the cause of delay; but it is very probable, parties could be had, willing to take the contract on time, or accept payment in Municipal Debentures. It is to be hoped the proper authorities may give immediate attention to this question, and devise some method of pushing the work through. We have

three bridges already over the Grand River, with in a short distance of each other: one erected by Geo. S. Wilkes, Esq., a little west of the town, at his own expense; and which, in short time, must prove of great convenience to the farmers west of the town. Another, crossing the canal at the foot Market St. to a proposed continuance of the same street over the flats to the river, where another bridge is to be built, and a road made from thence to the Mount Pleasant thoroughfare,—giving to the farmers south of us a great advantage—shortening, considerably, the distance to town. This bridge, we believe, has been built at the cost of Mr. Cockshutt. The third spans the river near the residence of D. Gilkson, Esq., the enterprise of a private Co.; and had it not been for this structure Brantford, from the west and south, would have been approachable only by a ferry boat for months past. Let a little of the enterprise and spirit of those private individuals be infused into our Town Council, and the Colborne Street concern will not long remain in its present objectionable condition.

Which bridge is which



Lorne bridge from the west showing Bates tannery
which was pulled down to extend bridge
Spanned by City Engineer J. P. Adams



OLD IRON BRIDGE 1857-1878
BUILT BY JORDAN AND ACREE

Still had flooding problems

Ice Jams



**People watching from Lorne
Bridge**



Trains fell into the river too

A Brantford, Norfolk and Port Burwell Railway train was leaving the city at 4 p.m. on Nov. 9, 1877, bound for Tillsonburg. While it was crossing the bridge immediately below the city dam one span gave away, plunging the engine, the coal car, the baggage car and the lone freight car into the river.

A close call

Surprisingly, there was no loss of life. But it was a close call for members of the train crew, and for the passengers.

There was only one passenger coach on the train, directly behind the freight car.

The 40 passengers escaped possible death or serious injury because the coach came to a stop on the second span of the bridge, with its front platform just short of the wide-open space where the adjoining span had been.

Four members of the train crew were injured, but considered themselves lucky to be alive.

The bridge was the second to be built on the site, downstream from the Iron Bridge that was then the link between West Brantford and the remainder of the city.

The original structure, which had three spans of 100 feet each, was built

"Just short of chasm"

"The passenger coach, containing 40 passengers, was left standing on the second span of the bridge, with the platform just short of the chasm, and the wheels within a few feet of inevitable destruction.

"The engine was left standing almost perpendicularly against the westerly abutment of the bridge, which was 22 feet high.

"The freight car was also almost perpendicular, resting against a pier. And lying in the water in between were the tender and baggage car."

William Pitt, the engineer, was thrown out of his cab into the water. He managed to get back up to the surface immediately and grab a floating piece of timber. Then he lost his grip and went under again, but was soon rescued and hauled to safety. He had suffered a scalp injury, and his face was badly bruised.

The fireman, James Crosby, was severely scalded on the left side and hip. He also suffered a scalp wound.

The conductor and the express agent were in the baggage car when it made its plunge into the water. Both men suffered only minor injuries, but their rescuers said that how they were able to escape instant death was little short of a miracle.

Dr. James W. Digby and Dr.

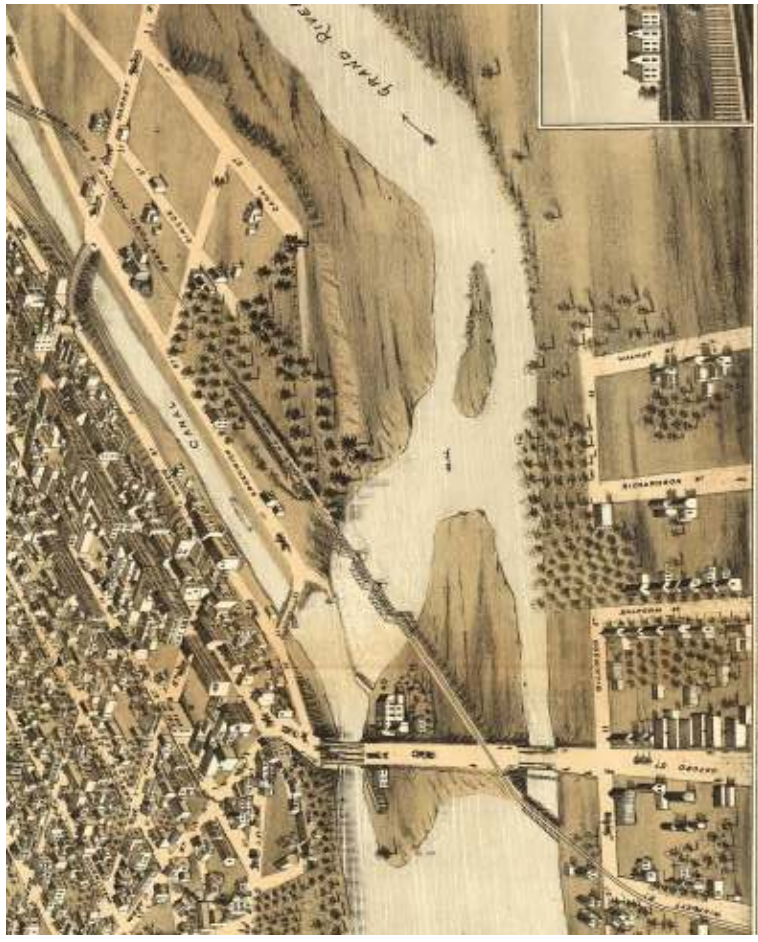


Comparing bridges

1869 Map



1875 Bird's Eye



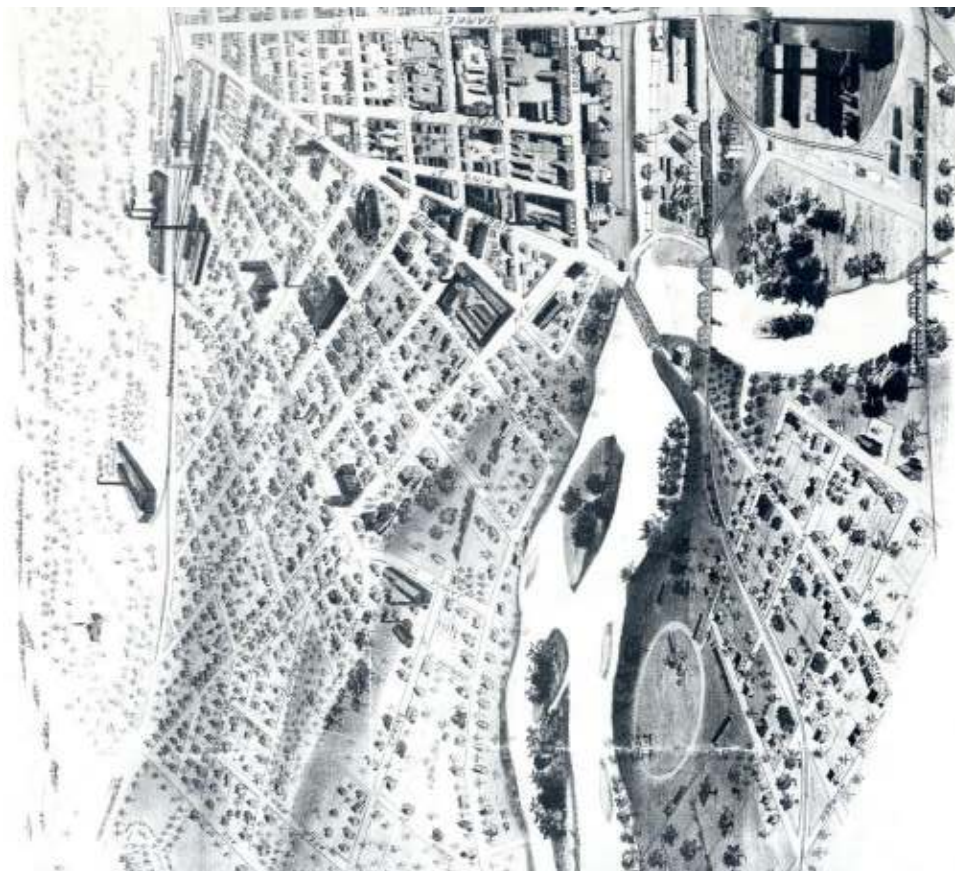


Illustration by the Hon. J. H. Macdonald, M.P., for the City of Brantford, Ontario, Canada.

CITY OF BRANTFORD

The Grand River at Brantford had been bridged in the summer of 1893 and this connected the B.W. & L.E. with that of the starting point of the new line now being pushed towards Hamilton, this now made it 18 miles to the new station location in Brantford from the Waterloo terminal. At this time the line had been fully completed to Starch Works (1½ mi.), just east of the City. Farther east the contractors of the Cainsville-Summit portion of the line were Bracy Brothers of Indiana.

Bridges

GRAND TRUNK

Will Rebuild the Bridge of the B. & T. Branch Over the Grand River.

The Grand Trunk Railway have made application to the Railway board of the Dominion of Canada for the approval of plans for the rebuilding of the bridge on the B. & T. Line just below Lorne bridge.

The proposal is to move the eastern abutment eighteen feet farther east and add a span at the west end of 68 feet 6 inches. Also to rebuild the centre part with two trusses and another girder.

The old bridge consists of three spans of 100 feet each, having a clear water way of 285 feet. The clear water way of the proposed bridge will be 366 feet. To get this will mean the building of two new abutments, and three piers, the western abutment being turned into a pier.

The cost is estimated at about \$50,000.

City Engineer Jones has for years urged an increase of the water way as outlined and he approves of the proposal, but objects very strongly to a proposed lowering of the piers by over two feet, as that would leave them only six inches above flood level.

The matter will come before the City Council at its next meeting.

- Replace bridge in 1912

Frank Adams

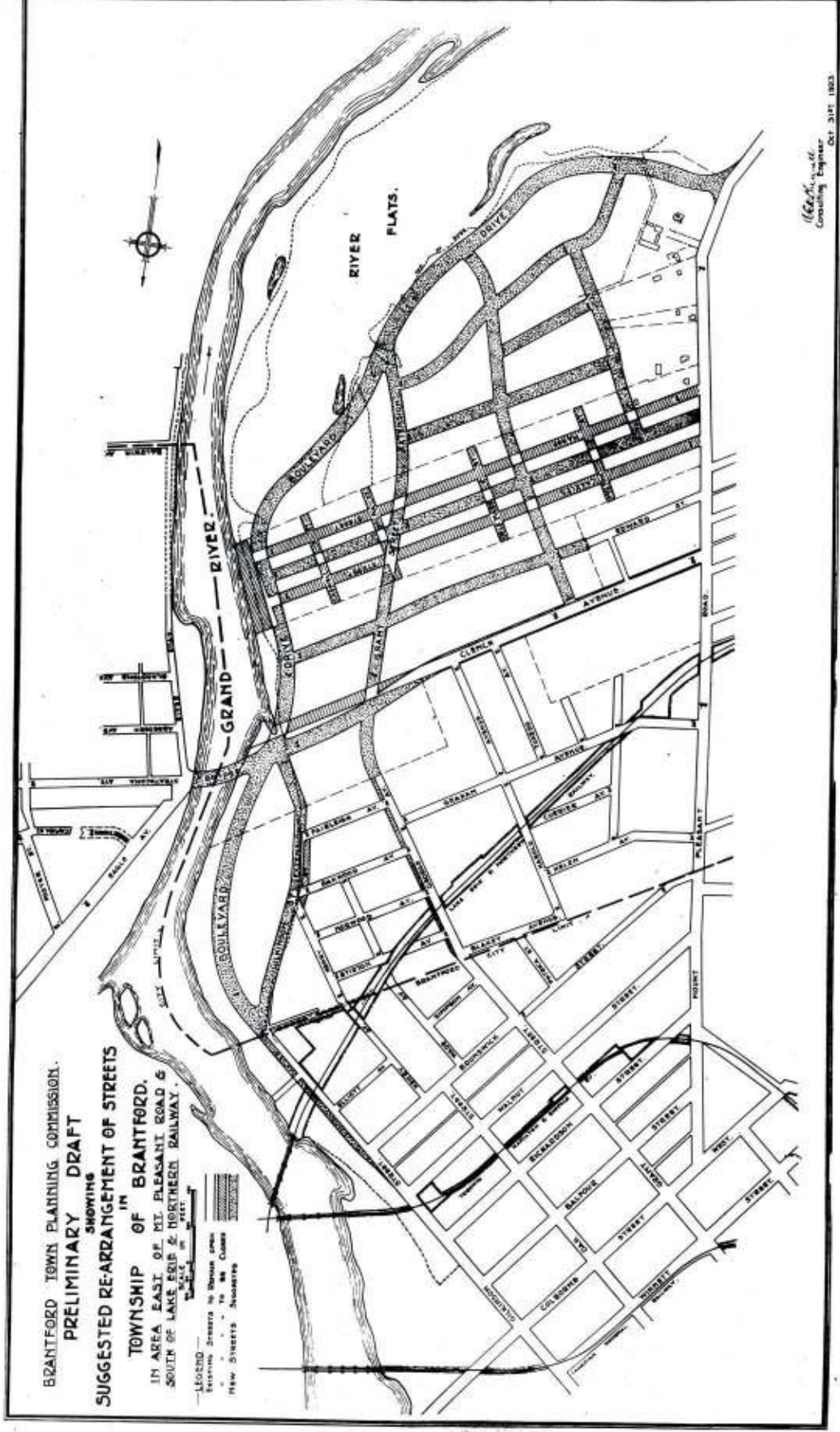
Removing stone piers



Flattest arch bridge



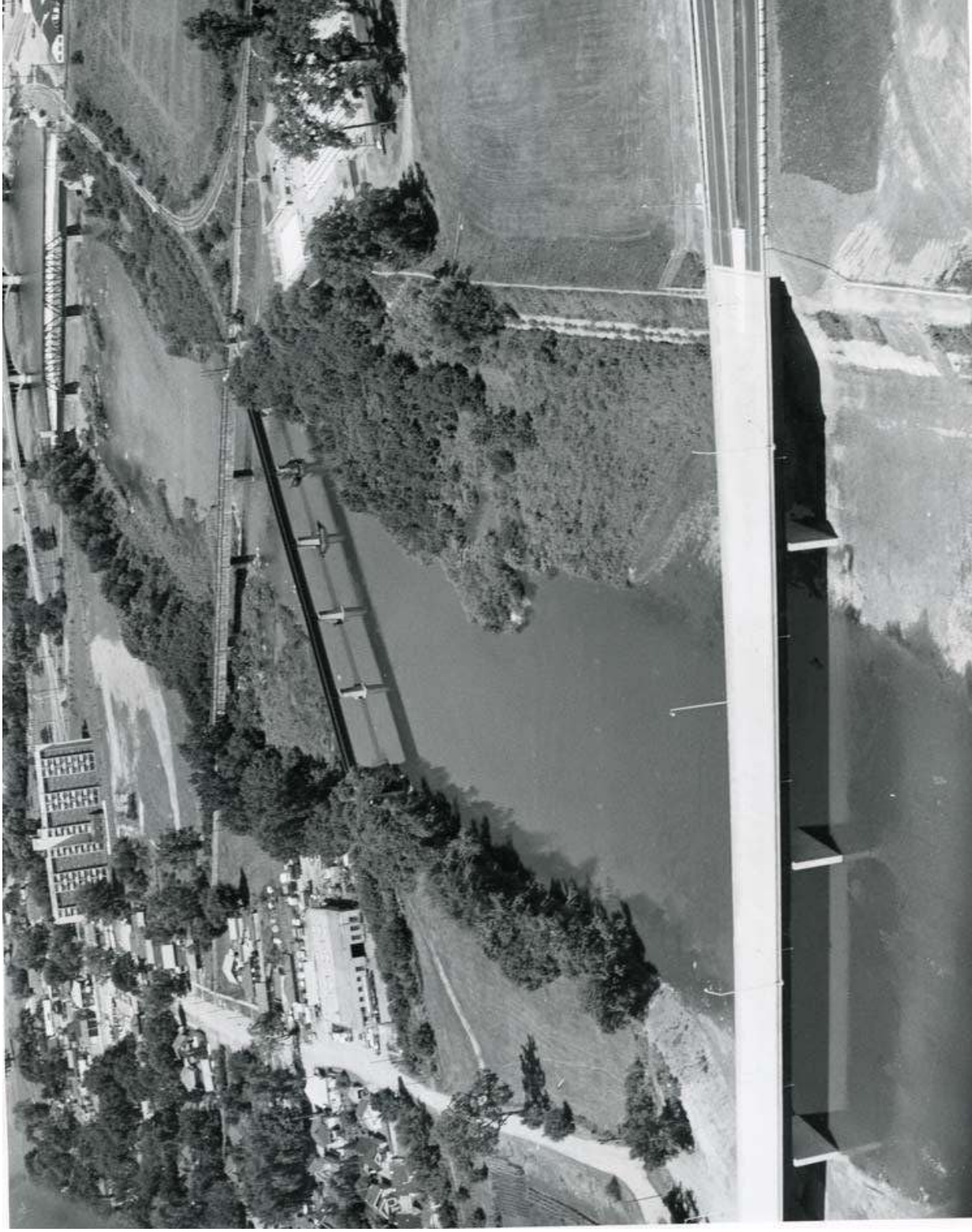
Rail bridges from West Brant



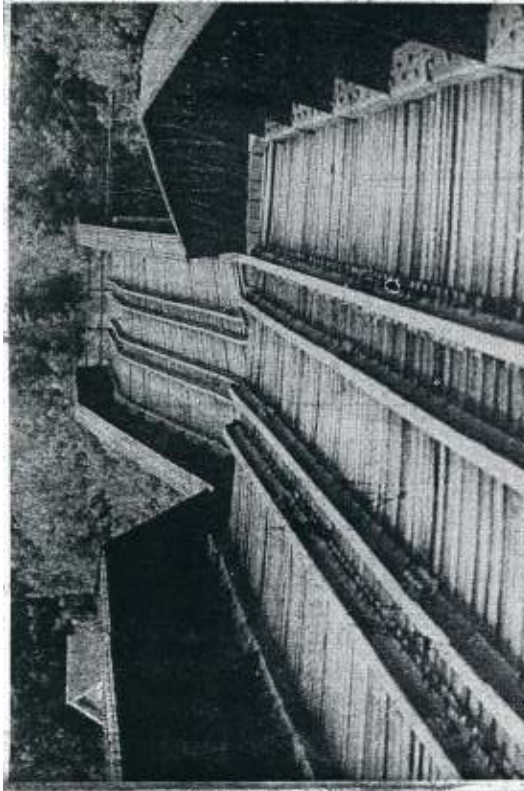
1952 Bridge Views



After BSAR Bridge is built



1973 LE & N Demolition



Demolition of the abandoned Lake Erie and Northern Railway bridge over the Grand River near Earl Haag Foot on Market Street South started this week. Nadrotsky Steel Erecting Ltd. of Brantford has a contract from the Canadian Pacific Railway for removal of steel only. Another contract for removal of piers will be awarded soon. Completion of the demolition job is expected this fall. The bridge has been in poor struc-

tural condition and sinking noticeably, for a year or more (photo right). City council last October refused to purchase the bridge for pedestrian use after an engineering study revealed the weaknesses. Access to both ends of the structure was immediately blocked. City Engineer Ron Middleton today warned residents to keep away from the site because even with removal of steel, the piers still represent a danger.

Bridge gets the old heave-ho

The Brantford *Expositor*

Established 1852

Forecast: Continuing cool

Brantford, Ont., Thursday, August 23, 1973

30 Pages 12 Cents

1980s upgrades to Lorne Bridge

THE EXPOSITOR, Wednesday, Nov. 19, 1980 — 27

City's traffic bottleneck eliminated

Lorne Bridge has

new lease on life

Drivers cursed the snarled traffic and detours of downtown Brantford for seven months this year as reconstruction of the Lorne Bridge proceeded.

Many days it seemed as though the work would never be completed. But in a week or so the bridge should be open to five lanes of traffic — one more than before reconstruction — and one of the biggest traffic bottlenecks in the city will be eliminated.

The plan to rebuild the bridge, originally constructed in 1923, was born in the 1960s when engineers discovered a serious deterioration of the structure.

It was almost 10 years before the city could put together enough money to pay for the \$2.9 million project. The city, province, federal government and Lake Erie and Northern Railway all contributed to the cost.

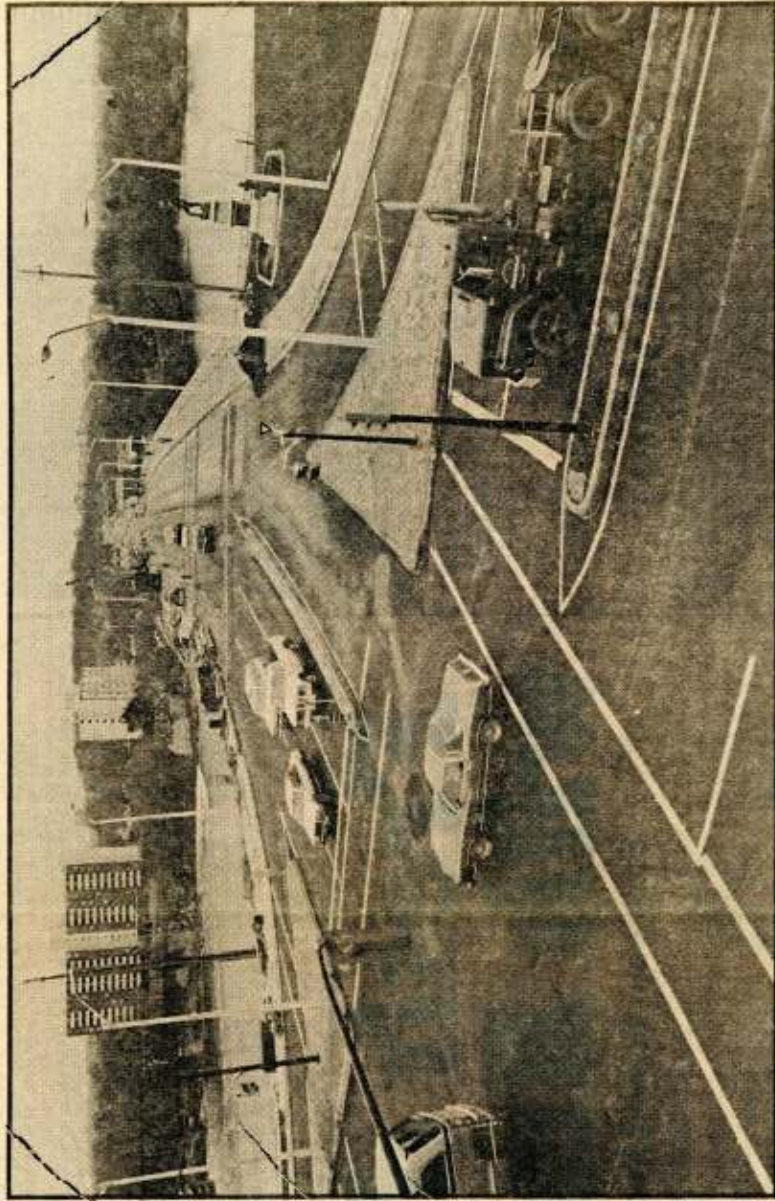
The project met with opposition from some Holmedale and Dufferin Avenue area residents who were concerned that the closing of Grand River Avenue at the bridge would force more truck traffic onto their streets, lowering property values and generally reducing the quality of life.

Story by

DAVID SCHULTZ

Photos by

HOWARD LIVICK



The new intersection at the east end of Lorne Bridge bears no resemblance to what existed before construction started.

Time Capsule



The Brantford

Brantford, Ont., Tuesday, May 27, 1980



Anna Pizzo, a city hall engineering department technologist, and Mayor Charles Bowen hold the Lorne Bridge time capsule while City Engineer Ben Faldutshan holds the plaque. Frank Adams (right) is the son of Frank Adams, city engineer when the bridge was built in 1924.

Time capsule from bridge is opened

The contents of a time capsule removed from the Lorne Bridge on Monday may be put back into another capsule planned to be installed there.

The contents were unveiled at a city council meeting on Monday. They included hand-written histories of the bridge and the city, photos of the construction of the bridge in 1923, and stamps and coins of that time.

A foot-long cylinder was placed in the bridge at the time it was officially opened in 1924. The capsule was removed Monday during the \$2.9 million reconstruction of the bridge. The con-



2006 Improvements

DIUNING West Brant

Councillors find money to pay for Colborne Street West and pedestrian bridge projects

By MICHAEL-ALLAN MAZUR
EXPOSITOR STAFF / BRANTFORD

Construction crews are moving in gear on two major transportation projects in West Brant. City council was expected Monday to approve extra funds to finance the \$3 million cost for the reconstruction of Colborne Street West, and \$350,000 for a project to convert the CN bridge over the Grand River, near Brant's Crossing, into a safe pedestrian walkway.

The reconstruction of Colborne West, from near the Lorne Bridge to Shellard Lane, has already begun, handling motorists lane restrictions and traffic headaches.

But while \$2.78 million was approved earlier for the project, the total costs are expected to come in at a shade under \$3 million. To handle the shortfall, funds will be shifted from another project.

The engineering and public works department expects United Construction to finish the work in November.

"Redoing a street that's as important as this one inconveniences a lot of people," said Coun. Larry Kings, "but when it's all done, the area will be greatly improved."

Conversion of the CN bridge has been held up because the project was supposed to be financed from the sale

of former CN lands in West Brant. But sales have been stagnant and the bridge remains closed because it is unsafe for pedestrian traffic.

The project can go ahead after the committee of the whole endorsed a staff request to take \$350,000 from a \$3.7-million grant from the provincial government's Move Ontario program that the city can spend at its own discretion on road and bridge projects.

That way the project can go ahead from the eventual land sales.

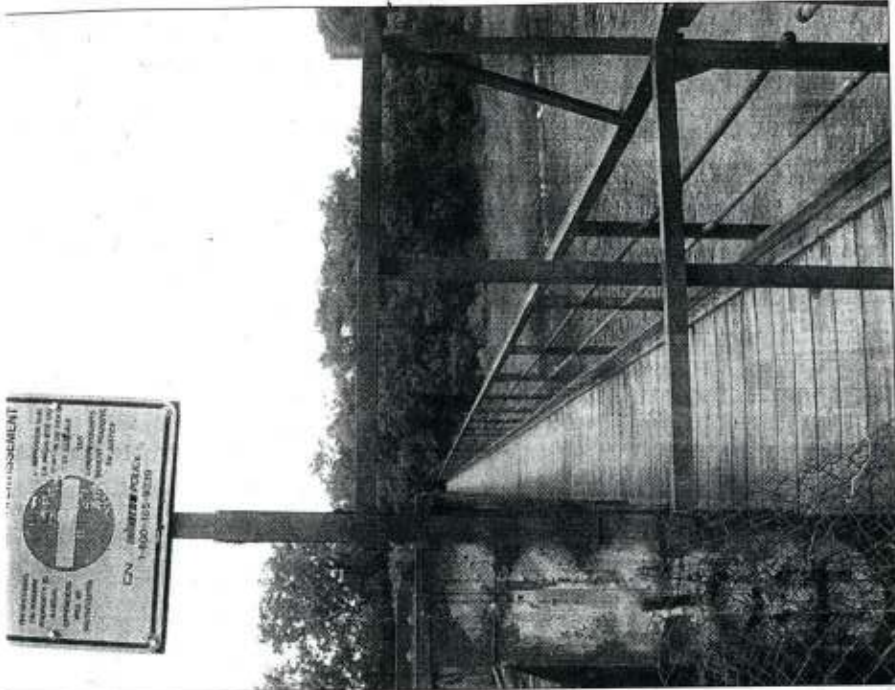
"Call it bridge financing," quipped Brant MPP Dave Levac.

PROVINCIAL GRANT

He was happy the conversion is going ahead and the walkway, which some people keep using despite a barrier, will be made safe.

"People are taking advantage of what was there and it's good that council is giving it back to them. It will be a good link in our trail system in the area and another opportunity to get people to the river."

The committee also endorsed the further spending of \$500,000 from the Move Ontario grant toward a number of small road resurfacing projects this summer. They had been put on hold to afford the higher priority Colborne West reconstruction, but now can go ahead.



The former CN Bridge near Brant's Crossing will undergo \$350,000 in repairs so it can reopen to pedestrians.

Christopher Smith, Expositor Staff

former, T.H. & B. Roy bridge 27/June/2006



Three Grand River Crossings

Calls for Service: January 2019 – May 2020



Occurrences studied for this report include motor vehicle collisions, motor vehicle collisions involving injury, hit and run collisions, drug investigations, intoxicated persons, unwanted persons, suspicious persons and by-law complaint calls for service. All of the above noted occurrences within a 250 meter radius of the Lorne Bridge, Brant's Crossing Bridge and the TH&B Railway River Bridge, respectively, are included in this report.

Please note that due to the close proximity of the crossings to one another, the 250 meter radius did overlap at certain locations. Because of this, where radiuses intersected occurrences were calculated to the nearest bridge.

Lorne Bridge

Of the occurrences studied there were 438 incidents within a 250 meter radius of the Lorne Bridge.

Occurrence Type	Number of Incidents
Motor Vehicle Collision	60
Motor Vehicle Collision with Injury	7
Hit and Run	16
Drugs	11
Intoxicated Person	11
Unwanted Person	143
Suspicious Person	166
By-law Complaint	24

Due to the proximity of the Lorne Bridge to the downtown core and its establishments and residential locations, it is not alarming that the number of unwanted and suspicious persons calls for service are significantly greater than the other crossings.

Brant's Crossing Bridge

There were 174 occurrences in the vicinity of the Brant's Crossing Bridge.

Occurrence Type	Number of Incidents
Motor Vehicle Collision	13
Motor Vehicle Collision with Injury	0
Hit and Run	8
Drugs	3
Intoxicated Person	12
Unwanted Person	69
Suspicious Person	50
By-law Complaint	19

TH&B Railway River Crossing

There were 32 occurrences within a 250 meter radius of the TH&B Railway River Crossing.

Occurrence Type	Number of Incidents
Motor Vehicle Collision	3
Motor Vehicle Collision with Injury	0
Hit and Run	3
Drugs	0
Intoxicated Person	3
Unwanted Person	6
Suspicious Person	16
By-law Complaint	1



Environmental Assessment Section
Environmental Protection Operations Directorate – Ontario Region
4905 Dufferin Street
Toronto ON M3H 5T4

Jack Turner
Consultant Project Manager
GM BluePlan Engineering Limited
Email: Jack.turner@gmblueplan.ca

Sharon Anderson
Project Manager
City of Brantford
Email: andersonsh@brantford.ca

Dear Mr. Turner and Ms. Anderson,

**Re: Municipal Class Environmental Assessment for
Three Grand River Crossings, Ontario (#119104)**

Thank you for the Notice of Study Commencement (dated March 5, 2020) to Environment and Climate Change Canada (ECCC) regarding the Schedule 'B' Municipal Class Environmental Assessment for three bridges over the Grand River (Lorne Bridge, Brant's Crossing Bridge and the TH&B Railway River Crossing). Two particular bird species are considered to be likely present at these structures (Barn Swallows and Bank Swallows).

Migratory Birds Convention Act (MBCA) and Species at Risk Act (SARA)

As you may know, under the Migratory Birds Convention Act, 1994 (MBCA), all migratory birds, eggs and nests are protected. For a list of the species protected, please refer to the [Birds Protected in Canada webpage](#). It is important to note that some species of birds protected under the MBCA have also been listed in Schedule 1 of the [Species at Risk Act](#) (SARA). These species receive protection from both the MBCA and SARA. One key responsibility under the [MBCA](#) which is stipulated in the associated [Migratory Birds Regulations](#) (MBR) relates to the protection of migratory birds and their nests:

6. Subject to subsection 5(9), no person shall:
- a) disturb, destroy or take a nest, egg, nest shelter, eider duck shelter or duck box of a migratory bird, or
 - b) have in his possession a live migratory bird, or a carcass, skin, nest or egg of a migratory bird except under authority of a permit

To minimize the possibility of contravening the law, proponents must understand the potential effect(s) of their activities on migratory birds, nests, and eggs and implement appropriate avoidance and mitigation measures. Although disturbance or destruction of migratory bird nests and eggs is prohibited under the Act and Regulations (except under authority of a permit), it is important to note that the removal of trees and shrubs, or

grading of areas used by ground nesting birds in itself is not necessarily prohibited by the MBCA and MBR, providing the activity does not disturb or destroy migratory bird nests or eggs.

To this end, Environment and Climate Change Canada (ECCC) recommends that non-intrusive survey methods, such as point counts, be used to determine whether migratory birds are breeding in the area where the activity is planned. If signs of nesting or breeding are detected, ECCC recommends:

- halt all disruptive activities,
- avoid disturbing surrounding vegetation,
- protect the nest with a buffer zone,
- avoid the immediate area until the young have left the vicinity of the nest
- avoid, adapt, reschedule or relocate planned activities

Additional information on avoiding harm to migratory birds is available on our [website](#). Specifically, the following pages may provide information of use to you:

- Published [general nesting periods](#) support planning activities;
- The [nesting calendar query tool](#); and,
- Technical information for how to [determine the presence of a nest](#).

This advice does not provide an authorization for harming or killing migratory birds or for the disturbance, destruction or taking of nests or eggs under the MBR. It does not provide a guarantee that implementing the recommended measures will avoid contravening the MBR or other laws and regulations because each situation must be assessed individually. The guidance provided is not intended to be relied on as official advice concerning the legal consequences of any specific activity. It is not a substitute for the MBCA, the MBR, or any other legislation.

If, after reading through the information on our [website](#), you have additional questions please contact me at 905-336-4957 or via email at dan.mcdonell@canada.ca. For specific questions and concerns related to SAR permitting, please contact Paul Watton at 416-739-5830 or via email at paul.watton@canada.ca.

Regards,



Dan McDonell
Senior Environmental Assessment Officer
Environmental Protection Branch
Environment and Climate Change Canada

Cc: W. Plant, ECCC
P. Watton, ECCC

Jack Turner - GM BluePlan

From: Kallideen, Raquel (IO) <Raquel.Kallideen@infrastructureontario.ca>
Sent: Tuesday, March 10, 2020 2:20 PM
To: Jack Turner - GM BluePlan
Cc: andersonsh@brantford.ca
Subject: 20-34 IO has not identified MOI property in study area - Three Grand River Crossings

Good afternoon,

Thank you for sending us the Notice of Commencement for Three Grand River Crossings in the City of Brantford.

While our initial scan indicates that there are no properties owned by the Minister of Government and Consumer Services within your project's study area, it is the proponent's responsibility to verify if any provincial government property is within the study area. Title documents may identify owners of provincial government property as any of the following or variations:

- Her Majesty the Queen
- His Majesty the King
- Hydro One
- Hydro One Networks Inc.
- Management Board Secretariat (MBS)
- Minister of Economic Development, Employment and Infrastructure (MEDEI)
- Minister of Energy and Infrastructure (MEI)
- Minister of Government and Consumer Services (MGCS)
- Minister of Infrastructure (MOI)
- Minister of Natural Resources and Forestry (MNRF)
- Minister of Public Infrastructure Renewal (PIR)
- Minister of Public Works
- Minister of Transportation (MTO)
- Ontario Lands Corporation (OLC)
- Ontario Realty Corporation (ORC)

If the proponent confirms that no provincial government property exists in the project area, please remove the following stakeholder from the contact list for this project:

Lisa Myslicki
Infrastructure Ontario, 1 Dundas Street West, Suite 2000
Toronto, ON M5G 1Z3
Lisa.Myslicki@infrastructureontario.ca

If provincial government property is in the study area but not required for the project, you should continue to consult us as a directly affected stakeholder. However, if government property is required for the project, the proponent should contact us so that we can advise about requirements for obtaining government property.

Best,

Raquel Kallideen



Raquel Kallideen (she, her)
Infrastructure Ontario
Environmental Management Co-op, Environmental Management

Raquel.Kallideen@infrastructureontario.ca

Office: 647-264-2745

www.infrastructureontario.ca

Follow IO at:   

This email, including any attachments, is intended for the personal and confidential use of the recipient(s) named above. If you are not the intended recipient of the email, you are hereby notified that any dissemination or copying of this email and/or any attachment files is strictly prohibited. If you have received this e-mail in error, please immediately notify the sender and arrange for the return of any and all copies and the permanent deletion of this message including any attachments, without reading it or making a copy. Thank you.

Jack Turner - GM BluePlan

From: Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>
Sent: Thursday, January 02, 2020 1:55 PM
To: Simon Green - GM BluePlan
Subject: RE: 119104 Schedule B MCEA's in the City of Brantford

Hello Simon,

Happy New Year to you too!

Here is the most up to date information that I have been provided with:

Mississaugas of the Credit First Nation
2789 Mississauga Road R.R. #6, Hagersville, ON NOA 1H)
519-768-1133
Chief Stacey LaForme, Stacey.Laforme@mncfn.ca
Other Contact: Fawn Sault Consultation Coordinator, Department of Consultation & Accommodation,
Fawn.Sault@mncfn.ca, 6 First Line Rd., Unit 1, R.R. #6, Hagersville, ON, N0A 1H0, 905-763-4260

Six Nations of the Grand River
P.O. Box 5000, Ohsweken, ON, N0A 1M0, 519-445-2201
Chief Mark Hill, markhill@sixnations.ca or Fran Henry at franhenry@sixnations.ca

Haudenosaunee Confederacy Chiefs Council
2634 6th Line Road, R.R. #2, Ohsweken, ON, N0A 1M0, Hohahes Leroy Hill, hdi2@bellnet.ca

Barb Slattery, EA/Planning Coordinator
Ministry of the Environment, Conservation and Parks
West Central Region
(905) 521-7864

We want to hear from you. How was my service? You can provide feedback at 1-888-745-8888.

From: Simon Green - GM BluePlan <Simon.Green@gmblueplan.ca>
Sent: January 02, 2020 1:45 PM
To: Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>
Cc: Jack Turner - GM BluePlan <Jack.Turner@gmblueplan.ca>; Laurie Boyce - GM BluePlan <Laurie.Boyce@gmblueplan.ca>
Subject: RE: 119104 Schedule B MCEA's in the City of Brantford

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Happy New Year Barb,

Could you please provide the most recent contact information for the three communities you have listed in your email below?

Thank you,

Simon Green, EIT
Project Designer

GM BluePlan Engineering Limited
650 Woodlawn Road West, Block C, Unit 2 | Guelph ON N1K 1B8
t: 519.824.8150 ext. 1216 | c: 519.242.4571
simon.green@gmblueplan.ca | www.gmblueplan.ca



From: Simon Green - GM BluePlan
Sent: Wednesday, December 11, 2019 3:17 PM
To: Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>
Cc: Jack Turner - GM BluePlan <Jack.Turner@gmblueplan.ca>; Laurie Boyce - GM BluePlan <Laurie.Boyce@gmblueplan.ca>
Subject: RE: 119104 Schedule B MCEA's in the City of Brantford

Thanks for the quick response Barb.

We will be sure to follow the process outlined below for submitting notices to the ministry when they are sent out. Thanks again and we will be in touch in the New Year. Enjoy the holidays,

Simon Green, E.I.T.
Project Designer

GM BluePlan Engineering Limited
650 Woodlawn Road West, Block C, Unit 2 | Guelph ON N1K 1B8
t: 519.824.8150 ext. 1216 | c: 519.242.4571
simon.green@gmblueplan.ca | www.gmblueplan.ca



From: Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>
Sent: Wednesday, December 11, 2019 3:05 PM
To: Simon Green - GM BluePlan <Simon.Green@gmblueplan.ca>
Subject: RE: 119104 Schedule B MCEA's in the City of Brantford

Hello Simon

For EAs that are being undertaken within the City of Brantford, we identify the following communities that should be notified and consulted with during the course of the EA:

- Mississaugas of the Credit First Nation
- Six Nations of the Grand River
- Haudenosaunee Confederacy Chiefs Council

Also, in case you were not aware:

As part of the ministry's ongoing efforts to improve processes and ensure the ministry has an opportunity to provide input on projects undergoing streamlined environmental assessments, the ministry has established dedicated email accounts in each regional office. These accounts will be used to receive notices as required in your class environmental assessment process along with a new "Project Information Form". This project notification process is in addition to the existing notification requirements in each class environmental assessment and streamlined environmental assessment process.

As of May 1, 2018, the ministry is asking proponents to use this new process. Please share the following information with your colleagues. More information and the "Project Information Form" is available on Ontario.ca.

Process for Submitting Notices for Streamlined EAs

To submit your Notice you need to do the following:

1. download and complete the Project Information Form.
2. the subject line of your email must include the project location, type of streamlined EA and project name, for example:
 - York Region, MEA Class EA, Elgin Mills Rd East (Bayview to Woodbine);
 - Durham Region, Electricity Screening Process, New Cogeneration Station;
 - City of Ottawa, Waste Management Screening Process, Landfill Expansion
3. attach a copy of your project notice in PDF format to the email
4. send your completed form and a copy of your project notice in PDF format by email to the appropriate ministry regional office:

Central Region – eanotification.cregion@ontario.ca

Eastern Region – eanotification.eregion@ontario.ca

Northern Region – eanotification.nregion@ontario.ca

South West Region – eanotification.swregion@ontario.ca

West Central Region – eanotification.wcregion@ontario.ca

The attached map and hyperlink to the [MOECC District Officer Locator](#) website, can be used to assist with determining what ministry region your project is located. "

Save the electronic Notice to your desktop so that later, you can attach it to the IDS tasks.

Barb Slattery, EA/Planning Coordinator

Ministry of the Environment, Conservation and Parks

West Central Region

(905) 521-7864

We want to hear from you. How was my service? You can provide feedback at 1-888-745-8888.

From: Simon Green - GM BluePlan <Simon.Green@gmblueplan.ca>
Sent: December 11, 2019 2:12 PM
To: Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>
Cc: Jack Turner - GM BluePlan <Jack.Turner@gmblueplan.ca>; Laurie Boyce - GM BluePlan <Laurie.Boyce@gmblueplan.ca>
Subject: 119104 Schedule B MCEA's in the City of Brantford

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello Barb,

GM BluePlan Engineering has been retained by the City of Brantford to undertake a Schedule 'B' Municipal Class Environmental Assessment in regards to three bridges in downtown Brantford.

We will be issuing a notice of study commencement in the new year; however, we wanted to ensure that we engage aboriginal communities as soon as possible.

We have been in correspondence with you regarding some MCEA's in the Township of Woolwich, in which you provided aboriginal communities contacts.

Could you please provide a list of the aboriginal communities that may have an interest in this study? Please let us know if you are not the correct contact, or who the appropriate contact would be.

The locations of the structures are listed below, and highlighted in the attachment.

- a) Lorne Bridge: Colborne Street West over the Grand River, between Icomm Drive and Gilkison Street.
- b) Brant's Crossing Bridge: Pedestrian bridge approximately 125m downstream (south) of Lorne Bridge
- c) TH&B Crossing Bridge: Pedestrian bridge approximately 275m downstream (south) of Brant's Crossing Bridge

If you require any additional information, please let us know.

Thank you,

Simon Green, EIT
Project Designer

GM BluePlan Engineering Limited
650 Woodlawn Road West, Block C, Unit 2 | Guelph ON N1K 1B8
t: 519.824.8150 ext. 1216 | c: 519.242.4571
simon.green@gmblueplan.ca | www.gmblueplan.ca



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A PROPONENT'S INTRODUCTION TO THE DELEGATION OF PROCEDURAL ASPECTS OF CONSULTATION WITH ABORIGINAL COMMUNITIES

DEFINITIONS

The following definitions are specific to this document and may not apply in other contexts:

Aboriginal communities – the First Nation or Métis communities identified by the Crown for the purpose of consultation.

Consultation – the Crown's legal obligation to consult when the Crown has knowledge of an established or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. This is the type of consultation required pursuant to s. 35 of the *Constitution Act, 1982*. Note that this definition does not include consultation with Aboriginal communities for other reasons, such as regulatory requirements.

Crown – the Ontario Crown, acting through a particular ministry or ministries.

Procedural aspects of consultation – those portions of consultation related to the process of consultation, such as notifying an Aboriginal community about a project, providing information about the potential impacts of a project, responding to concerns raised by an Aboriginal community and proposing changes to the project to avoid negative impacts.

Proponent – the person or entity that wants to undertake a project and requires an Ontario Crown decision or approval for the project.

I. PURPOSE

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that may adversely impact that right. In outlining a framework for the duty to consult, the Supreme Court of Canada has stated that the Crown may delegate procedural aspects of consultation to third parties. This document provides general information about the Ontario Crown's approach to delegation of the procedural aspects of consultation to proponents.

This document is not intended to instruct a proponent about an individual project, and it does not constitute legal advice.

II. WHY IS IT NECESSARY TO CONSULT WITH ABORIGINAL COMMUNITIES?

The objective of the modern law of Aboriginal and treaty rights is the *reconciliation* of Aboriginal peoples and non-Aboriginal peoples and their respective rights, claims and interests. Consultation is an important component of the reconciliation process.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. For example, the Crown's duty to consult is triggered when it considers issuing a permit, authorization or approval for a project which has the potential to adversely impact an Aboriginal right, such as the right to hunt, fish, or trap in a particular area.

The scope of consultation required in particular circumstances ranges across a spectrum depending on both the nature of the asserted or established right and the seriousness of the potential adverse impacts on that right.

Depending on the particular circumstances, the Crown may also need to take steps to accommodate the potentially impacted Aboriginal or treaty right. For example, the Crown may be required to avoid or minimize the potential adverse impacts of the project.

III. THE CROWN'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

The Crown has the responsibility for ensuring that the duty to consult, and accommodate where appropriate, is met. However, the Crown may delegate the procedural aspects of consultation to a proponent.

There are different ways in which the Crown may delegate the procedural aspects of consultation to a proponent, including through a letter, a memorandum of understanding, legislation, regulation, policy and codes of practice.

If the Crown decides to delegate procedural aspects of consultation, the Crown will generally:

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;

- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.

IV. THE PROPONENT'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

Where aspects of the consultation process have been delegated to a proponent, the Crown, in meeting its duty to consult, will rely on the proponent's consultation activities and documentation of those activities. The consultation process informs the Crown's decision of whether or not to approve a proposed project or activity.

A proponent's role and responsibilities will vary depending on a variety of factors including the extent of consultation required in the circumstance and the procedural aspects of consultation the Crown has delegated to it. Proponents are often in a better position than the Crown to discuss a project and its potential impacts with Aboriginal communities and to determine ways to avoid or minimize the adverse impacts of a project.

A proponent can raise issues or questions with the Crown at any time during the consultation process. If issues or concerns arise during the consultation that cannot be addressed by the proponent, the proponent should contact the Crown.

a) What might a proponent be required to do in carrying out the procedural aspects of consultation?

Where the Crown delegates procedural aspects of consultation, it is often the proponent's responsibility to provide notice of the proposed project to the identified Aboriginal communities. The notice should indicate that the Crown has delegated the procedural aspects of consultation to the proponent and should include the following information:

- a description of the proposed project or activity;
- mapping;
- proposed timelines;
- details regarding anticipated environmental and other impacts;
- details regarding opportunities to comment; and
- any changes to the proposed project that have been made for seasonal conditions or other factors, where relevant.

Proponents should provide enough information and time to allow Aboriginal communities to provide meaningful feedback regarding the potential impacts of the project. Depending on the nature of consultation required for a project, a proponent also may be required to:

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;
- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;
- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;
- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

b) What documentation and reporting does the Crown need from the proponent?

Proponents should keep records of all communications with the Aboriginal communities involved in the consultation process and any information provided to these Aboriginal communities.

As the Crown is required to assess the adequacy of consultation, it needs documentation to satisfy itself that the proponent has fulfilled the procedural aspects of consultation delegated to it. The documentation required would typically include:

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;
- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;

- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;
- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any outstanding issues.

In certain circumstances, the Crown may share and discuss the proponent's consultation record with an Aboriginal community to ensure that it is an accurate reflection of the consultation process.

c) Will the Crown require a proponent to provide information about its commercial arrangements with Aboriginal communities?

The Crown may require a proponent to share information about aspects of commercial arrangements between the proponent and Aboriginal communities where the arrangements:

- include elements that are directed at mitigating or otherwise addressing impacts of the project;
- include securing an Aboriginal community's support for the project; or
- may potentially affect the obligations of the Crown to the Aboriginal communities.

The proponent should make every reasonable effort to exempt the Crown from confidentiality provisions in commercial arrangements with Aboriginal communities to the extent necessary to allow this information to be shared with the Crown.

The Crown cannot guarantee that information shared with the Crown will remain confidential. Confidential commercial information should not be provided to the Crown as part of the consultation record if it is not relevant to the duty to consult or otherwise required to be submitted to the Crown as part of the regulatory process.

V. WHAT ARE THE ROLES AND RESPONSIBILITIES OF ABORIGINAL COMMUNITIES' IN THE CONSULTATION PROCESS?

Like the Crown, Aboriginal communities are expected to engage in consultation in good faith. This includes:

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant information;
- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigate any adverse impacts.

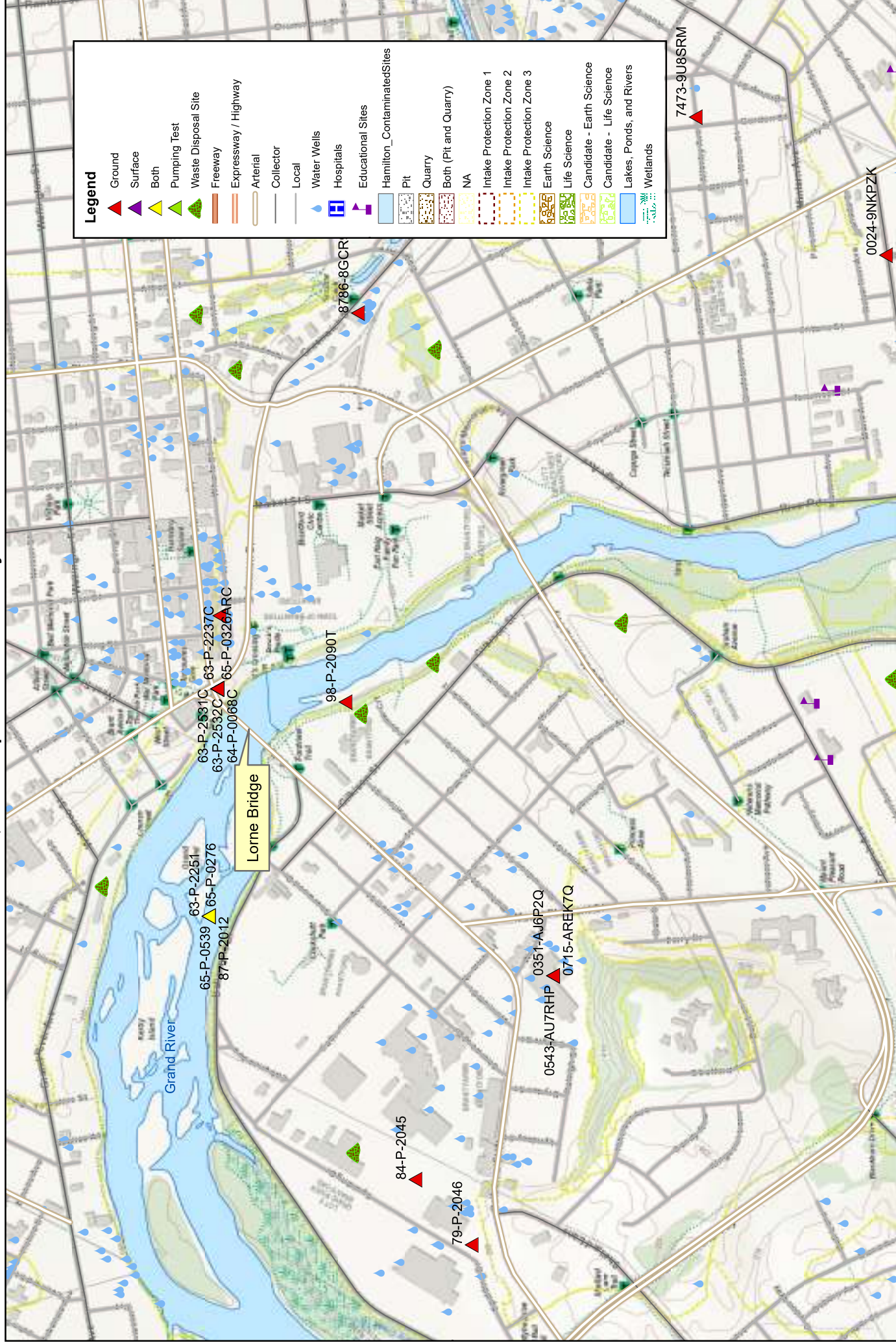
Some Aboriginal communities have developed tools, such as consultation protocols, policies or processes that provide guidance on how they would prefer to be consulted. Although not legally binding, proponents are encouraged to respect these community processes where it is reasonable to do so. Please note that there is no obligation for a proponent to pay a fee to an Aboriginal community in order to enter into a consultation process.

To ensure that the Crown is aware of existing community consultation protocols, proponents should contact the relevant Crown ministry when presented with a consultation protocol by an Aboriginal community or anyone purporting to be a representative of an Aboriginal community.

VI. WHAT IF MORE THAN ONE PROVINCIAL CROWN MINISTRY IS INVOLVED IN APPROVING A PROPONENT'S PROJECT?

Depending on the project and the required permits or approvals, one or more ministries may delegate procedural aspects of the Crown's duty to consult to the proponent. The proponent may contact individual ministries for guidance related to the delegation of procedural aspects of consultation for ministry-specific permits/approvals required for the project in question. Proponents are encouraged to seek input from all involved Crown ministries sooner rather than later.

Three Grand River Crossings (Lorne Bridge, Brant's Crossing Bridge, and the TH & B Railway River Crossing) Municipal Class EA, The Corporation of the City of Brantford.



Legend	
Ground	Red triangle
Surface	Purple triangle
Both	Yellow triangle
Pumping Test	Green triangle
Waste Disposal Site	Light green triangle
Freeway	Orange line
Expressway / Highway	Light orange line
Arterial	Thin grey line
Collector	Thin grey line
Local	Thin grey line
Water Wells	Blue triangle
Hospitals	Blue square with 'H'
Educational Sites	Purple square
Hamilton_Contaminated Sites	Blue square
Pit	Black square
Quarry	White square with black dots
Both (Pit and Quarry)	White square with black dots and black border
NA	White square
Intake Protection Zone 1	Red dashed line
Intake Protection Zone 2	Orange dashed line
Intake Protection Zone 3	Yellow dashed line
Earth Science	Green dashed line
Life Science	Light green dashed line
Candidate - Earth Science	Light green dashed line
Candidate - Life Science	Light green dashed line
Lakes, Ponds, and Rivers	Blue area
Wetlands	Light green area

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

Programs and Services Branch
401 Bay Street, Suite 1700
Toronto, ON M7A 0A7
Tel: 416.314.7147

**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: 416.314.7147



March 12, 2020

EMAIL ONLY

Jack Turner, P. Eng,
Project Manager, Partner
GM Blueplan Engineering Ltd.
650 Woodlawn RD. W. Block C, Unit 2
Guelph, ON N1K 1B8
Jack.Turner@gmblueplan.ca

MHSTCI File : 0012112
Proponent : The City of Brantford
Subject : Notice of Study Commencement – Municipal Class EA
Project : Three Grand River Crossings
Location : Lorne Bridge, Brant's Crossing Bridge, TH & B Railway River Crossing, City of Brantford

Dear Jack turner:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) with the Notice of Study Commencement for the above-referenced project. MHSTCI's interest in this environmental assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- archaeological resources (including land and marine)
- built heritage resources (including bridges and monuments)
- cultural heritage landscapes

Project Summary

The City of Brantford has initiated a Schedule 'B' Municipal Class Environmental Assessment (EA) for three bridges over the Grand River, including the Lorne Bridge, Brant's Crossing Bridge and the TH&B Railway River Crossing. The study encompasses an area approximately 175 metres wide starting 200 metres north of Lorne Bridge to 200 metres south of the TH&B Railway River Crossing along the Grand River.

Identifying Cultural Heritage Resources

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Municipal Heritage Bridges: Cultural, Heritage & Archaeological Resources Assessment Checklist

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. The Municipal Engineers Association provides screening criteria for work on bridges that falls under the Municipal Class EA with a [checklist](#) and [background material](#) available online, developed in coordination with MHSTCI.

Part A – Municipal Class EA Activity Selection

Please use the [checklist](#) and [background material](#) to determine the Municipal Class EA schedule (A, A+, B or C) for the project. Completing the remainder of this checklist determines what technical cultural heritage studies may be required.

Part B - Cultural Heritage Assessment

If Part B of the checklist determines that the bridge or study area warrants the preparation of a Cultural Heritage Evaluation Report (CHER), and the undertaking of a Heritage Impact Assessment (HIA), our ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. CHERs and HIAs are to be prepared by qualified consultants. Please send HIAs to MHSTCI for review and make copies available to local organizations or individuals who have expressed an interest in cultural heritage.

Part C – Heritage Assessment

If Part C of the checklist determines that the CHER has identified heritage features on the project and recommends that a Heritage Impact Assessment (HIA) be undertaken, our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. CHERs and HIAs are to be prepared by qualified consultants. Please send HIAs to MHSTCI for review and make copies available to local organizations or individuals who have expressed an interest in cultural heritage.

Part D – Archaeological Resources Assessment

If Part D of the checklist establishes that an archaeological assessment is required, it is to be conducted by an archaeologist licenced under the *Ontario Heritage Act (OHA)*, who is responsible for submitting the report directly to MHSTCI for review. MHSTCI archaeological sites data are available at archaeology@ontario.ca.

After completing the checklist, please update MHSTCI on the project Class EA schedule and whether any technical cultural heritage studies will be completed for the project. Please provide all technical heritage studies to MHSTCI before issuing a Notice of Completion or commencing any of work on site.

Environmental Assessment Reporting

All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects. If the screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank you for consulting MHSTCI on this project. Please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Joseph Harvey
On behalf of

Dan Minkin
Heritage Planner
Heritage Planning Unit
Dan.Minkin@ontario.ca

Copied to: Sharon Anderson, Project Manager, City of Brantford

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 (416-326-8800) 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*.

Simon Green - GM BluePlan

From: Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Sent: Friday, January 21, 2022 12:39 PM
To: Simon Green - GM BluePlan
Subject: RE: City of Brantford - Three Grand River Crossings MCEA - CHER/HIA [MHSTCI file 0012112]

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Simon,
This is to confirm that we have reviewed and are comfortable with the reports as revised. Thank you for your ongoing engagement.

Dan Minkin | Heritage Planner
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 786.7553 | Email: dan.minkin@ontario.ca

From: Simon Green - GM BluePlan <Simon.Green@gmblueplan.ca>
Sent: December-08-21 9:46 AM
To: Harvey, Joseph (MHSTCI) <Joseph.Harvey@ontario.ca>
Cc: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Jack Turner - GM BluePlan <Jack.Turner@gmblueplan.ca>; Del Villar Cuicas, Joan (MECP) <Joan.DeVillarCuicas@ontario.ca>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; GBatra@brantford.ca
Subject: RE: File 0012112: City of Brantford - Three Grand River Crossings MCEA - CHER/HIA

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Good morning Harvey,

The revised CHER and HIA reports can be downloaded following the link below:
https://sendfile.gmblueplan.ca/uploads/12-08-21_094503_2021-12-08_Revised_CHER_and_HIA_MHSTCI.zip

Please let us know if you have any additional comments/questions.

Thank you,

Simon Green, EIT
Project Designer

GM BluePlan Engineering Limited
650 Woodlawn Road West, Block C, Unit 2 | Guelph ON N1K 1B8
t: 519.824.8150 ext. 1216 | c: 519.242.4571
simon.green@gmblueplan.ca | www.gmblueplan.ca



From: Harvey, Joseph (MHSTCI) <joseph.harvey@ontario.ca>
Sent: Thursday, November 04, 2021 11:23 AM

To: Simon Green - GM BluePlan <Simon.Green@gmblueplan.ca>

Cc: Barboza, Karla (MHSTCI) <karla.barboza@ontario.ca>; Jack Turner - GM BluePlan <Jack.Turner@gmblueplan.ca>; Del Villar Cuicas, Joan (MECP) <joan.delvillarcuicas@ontario.ca>; Minkin, Dan (MHSTCI) <dan.minkin@ontario.ca>; GBatra@brantford.ca; andersonsh@brantford.ca

Subject: RE: File 0012112: City of Brantford - Three Grand River Crossings MCEA - CHER/HIA

Hi Simon,

My mistake, I had meant to send these two examples along with our comments yesterday,

Please find attached for your reference, two examples of how the assessment of impacts to preferred alternatives should be discussed/documented. These examples reflect the eight conservation options provided in Section 4.3 of the [Ontario Heritage Bridge Guidelines](#) (OHBG) - alternatives from a minimum to a maximum intervention – from most to least preferred. The demolition or removal of a bridge should be considered a last resort after all other alternatives have been considered. Application of the OHBG should be limited to the HIA's consideration of conservation options. For municipal bridges, Ontario Regulation 9/06 should be applied when evaluating for cultural heritage value or interest.

Please do not hesitate to contact me if you have any additional 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

From: Simon Green - GM BluePlan <Simon.Green@gmblueplan.ca>

Sent: November 4, 2021 10:27 AM

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

Cc: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Jack Turner - GM BluePlan <Jack.Turner@gmblueplan.ca>; Del Villar Cuicas, Joan (MECP) <Joan.DelVillarCuicas@ontario.ca>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; GBatra@brantford.ca; andersonsh@brantford.ca

Subject: RE: File 0012112: City of Brantford - Three Grand River Crossings MCEA - CHER/HIA

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Joseph,

We will review the comments provided by the MHSTCI on the CHER and HIA with Golder.

In the meantime, the comments note that two examples of how the assessment of impacts to recommended alternatives should be discussed/documented were attached; however, I did not see this in your email below or within the pdf. Could you confirm if these examples were sent?

Thank you,

Simon Green, EIT

Project Designer

GM BluePlan Engineering Limited

650 Woodlawn Road West, Block C, Unit 2 | Guelph ON N1K 1B8

t: 519.824.8150 ext. 1216 | c: 519.242.4571

simon.green@gmblueplan.ca | www.gmblueplan.ca



From: Harvey, Joseph (MHSTCI) <Joseph.Harvey@ontario.ca>
Sent: Wednesday, November 03, 2021 5:42 PM
To: Simon Green - GM BluePlan <Simon.Green@gmblueplan.ca>
Cc: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Jack Turner - GM BluePlan <Jack.Turner@gmblueplan.ca>; Del Villar Cuicas, Joan (MECP) <Joan.DeVillarCuicas@ontario.ca>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; GBatra@brantford.ca; andersonsh@brantford.ca
Subject: RE: File 0012112: City of Brantford - Three Grand River Crossings MCEA - CHER/HIA

Simon Green,

Please find attached MHSTCI's comments on the Cultural Heritage Evaluation Report (CHER) and Heritage Impact Assessment (HIA) for the above-mentioned project. Contact Dan Minkin with any questions or concerns.

Regards,

Joseph Harvey
On behalf of

Dan Minkin
Heritage Planner
Heritage Planning Unit
Dan.Minkin@ontario.ca

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Jack Turner - GM BluePlan

From: Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Sent: Monday, March 16, 2020 2:47 PM
To: Jack Turner - GM BluePlan; Harvey, Joseph (MHSTCI)
Cc: Barboza, Karla (MHSTCI); andersonsh@brantford.ca; Simon Green - GM BluePlan
Subject: RE: Notice of Study Commencement - Three Grand River Crossings

Hi Jack,

For this project, it will be enough to send notices to me. For new projects without an existing MHSTCI Heritage Planning contact, please send initial notices to Karla Barboza. Thanks!

Dan Minkin

Heritage Planner
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
401 Bay Street, Suite 1700
Toronto, Ontario M7A 0A7
Tel. 416.314.7147 | Fax. 416.314.7175

From: Jack Turner - GM BluePlan <Jack.Turner@gmblueplan.ca>
Sent: March 16, 2020 9:36 AM
To: Harvey, Joseph (MHSTCI) <Joseph.Harvey@ontario.ca>
Cc: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; andersonsh@brantford.ca; Simon Green - GM BluePlan <Simon.Green@gmblueplan.ca>
Subject: RE: Notice of Study Commencement - Three Grand River Crossings

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Hi Joseph,

Thank you for your comments. We will be contacting the indigenous communities prior to starting the cultural, heritage and archaeological assessments. These studies have not yet commenced and we are working through the requirements with the City of Brantford.

Please confirm who at the MHSTCI should continue to be copied on notices. For the Notice of Study Commencement we copied James Hamilton at the MHSTCI. Shall we remove him and add Dan, Karla and yourself?

If you have any further comments or questions please let us know.

Regards,

Jack Turner, P.Eng.
Project Manager, Partner

GM BluePlan Engineering Limited
650 Woodlawn Road West, Block C, Unit 2 | Guelph ON N1K 1B8
t: 519.824.8150 ext. 1237 | c: 226.755.0292
jack.turner@gmblueplan.ca | www.gmblueplan.ca



From: Harvey, Joseph (MHSTCI) <Joseph.Harvey@ontario.ca>
Sent: Thursday, March 12, 2020 1:08 PM
To: Jack Turner - GM BluePlan <Jack.Turner@gmblueplan.ca>
Cc: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; andersonsh@brantford.ca
Subject: Notice of Study Commencement - Three Grand River Crossings

Jack Turner,

Please find attached, a letter acknowledging the receipt of your notice of commencement. Contact us with any further questions or concerns.

Joseph Harvey

On behalf of

Dan Minkin

Heritage Planner

Heritage Planning Unit

Dan.Minkin@ontario.ca

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Simon Green - GM BluePlan

From: Harvey, Joseph (MHSTCI) <Joseph.Harvey@ontario.ca>
Sent: Thursday, November 04, 2021 11:23 AM
To: Simon Green - GM BluePlan
Cc: Barboza, Karla (MHSTCI); Jack Turner - GM BluePlan; Del Villar Cuicas, Joan (MECP); Minkin, Dan (MHSTCI); GBatra@brantford.ca; andersonsh@brantford.ca
Subject: RE: File 0012112: City of Brantford - Three Grand River Crossings MCEA - CHER/HIA
Attachments: 2021-04-17_HIA-PeelStreetBridge-EXTRACT.pdf; 2021-06-21_HIA-HudsonBridge-EXTRACT.pdf

Hi Simon,

My mistake, I had meant to send these two examples along with our comments yesterday,

Please find attached for your reference, two examples of how the assessment of impacts to preferred alternatives should be discussed/documented. These examples reflect the eight conservation options provided in Section 4.3 of the [Ontario Heritage Bridge Guidelines](#) (OHBG) - alternatives from a minimum to a maximum intervention – from most to least preferred. The demolition or removal of a bridge should be considered a last resort after all other alternatives have been considered. Application of the OHBG should be limited to the HIA's consideration of conservation options. For municipal bridges, Ontario Regulation 9/06 should be applied when evaluating for cultural heritage value or interest.

Please do not hesitate to contact me if you have any additional 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

From: Simon Green - GM BluePlan <Simon.Green@gmblueplan.ca>

Sent: November 4, 2021 10:27 AM

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

Cc: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Jack Turner - GM BluePlan <Jack.Turner@gmblueplan.ca>; Del Villar Cuicas, Joan (MECP) <Joan.DelVillarCuicas@ontario.ca>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; GBatra@brantford.ca; andersonsh@brantford.ca

Subject: RE: File 0012112: City of Brantford - Three Grand River Crossings MCEA - CHER/HIA

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Hi Joseph,

We will review the comments provided by the MHSTCI on the CHER and HIA with Golder.

In the meantime, the comments note that two examples of how the assessment of impacts to recommended alternatives should be discussed/documented were attached; however, I did not see this in your email below or within the pdf. Could you confirm if these examples were sent?

Thank you,

Simon Green, EIT
Project Designer

GM BluePlan Engineering Limited

650 Woodlawn Road West, Block C, Unit 2 | Guelph ON N1K 1B8
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From: Harvey, Joseph (MHSTCI) <Joseph.Harvey@ontario.ca>
Sent: Wednesday, November 03, 2021 5:42 PM
To: Simon Green - GM BluePlan <Simon.Green@gmblueplan.ca>
Cc: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Jack Turner - GM BluePlan <Jack.Turner@gmblueplan.ca>; Del Villar Cuicas, Joan (MECP) <Joan.DelVillarCuicas@ontario.ca>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; GBatra@brantford.ca; andersonsh@brantford.ca
Subject: RE: File 0012112: City of Brantford - Three Grand River Crossings MCEA - CHER/HIA

Simon Green,

Please find attached MHSTCI's comments on the Cultural Heritage Evaluation Report (CHER) and Heritage Impact Assessment (HIA) for the above-mentioned project. Contact Dan Minkin with any questions or concerns.

Regards,

Joseph Harvey
On behalf of

Dan Minkin
Heritage Planner
Heritage Planning Unit
Dan.Minkin@ontario.ca

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November 3, 2021

EMAIL ONLY

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Project Designer
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MHSTCI File : 0012112
Proponent : The City of Brantford
Subject : Cultural Heritage Evaluation Report and Heritage Impact Assessment
Project : Three Grand River Crossings, Municipal Class Environmental Assessment
Location : Three bridges over the Grand River, including the Lorne Bridge, Brant's Crossing Bridge, TH&B Railway River Crossing, City of Brantford

Dear Simon Green:

Thank you for your email of September 23, 2021 and providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Cultural Heritage Evaluation Report (CHER) and Heritage Impact Assessment (HIA) for the above-mentioned project, dated February 16 and July 27, 2021 and prepared by Golder Associates Ltd. for our review and comment.

MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes archaeological resources, built heritage resources and cultural heritage landscapes. Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

Project Summary

In March 2020, the City of Brantford initiated a Schedule 'B' Municipal Class Environmental Assessment (MCEA) for three crossings over the Grand River, including the Lorne Bridge, Brant's Crossing Bridge and the TH&B Railway River Crossing. The study is intended to identify the short- and long-term plans for the three Grand River crossings. Due to the anticipated costs associated with implementing the recommended solutions, the City will finalize the study in accordance with the MCEA Process for Schedule 'C' activities. The study encompasses an area approximately 175 metres wide, from 200 metres north of Lorne Bridge to 200 metres south of the TH&B Railway River Crossing along the Grand River.

Comments

We have reviewed the above referenced CHER and HIA and find that the Cultural Heritage Evaluation Report is overall consistent with the requirements, guidance and standards of the MCEA and with best practice guidance prepared by MHSTCI. However, we have attached a table with detailed comments and recommendations to support documentation around cultural heritage due diligence.

With regard to the Heritage Impact Assessment, we have also attached two examples of how the assessment of impacts to recommended alternatives should be discussed/documented. These examples reflect the eight conservation options provided in Section 4.3 of the Ontario Heritage Bridge Guidelines (OHBG) - alternatives from a minimum to a maximum intervention – from most to least preferred. The demolition or removal of a bridge should be considered a last resort after all other alternatives have been considered. Application of the OHBG should be limited to the HIA's consideration of conservation options.

Environmental Assessment Reporting

All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects.

Given that the identified cultural heritage landscape and 3 bridges were found to be of cultural heritage value or interest, MHSTCI recommends that these reports be publicly disclosed for any interested groups and persons for review and comment as part of the EA process.

Thank you for the opportunity to review the draft CHERs and HIAs. If you have any questions or require clarification, we would be happy to arrange a call.

Sincerely,

Joseph Harvey
On behalf of

Dan Minkin
Heritage Planner
Heritage Planning Unit
Dan.Minkin@ontario.ca

Copied to: Jack Turner, Project Manager, GM Blue Plan Engineering Ltd.
Gagan Batra City Project Manager City of Brantford
Sharon Anderson, Project Manager, City of Brantford
Joan Del Villar Cuicas, Environmental Assessment 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 (416-326-8800) 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*.

Item	Section	Given Text	Comments
Comments on CHERs - Dated February 16th 2021			
1.	3.2 Provincial Legislation, Policies and Guidance Page 9 Paragraph 3	To assist in identifying cultural heritage constraints and whether further study is required for bridge projects, the MEA developed the Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist (Revised, 2014). This checklist first confirms the correct Class EA schedule before asking a series of questions about a bridge's date of construction, its type, its heritage planning context, and whether it is adjacent to known built heritage resources or cultural heritage landscapes. The next steps are recommended depending on a "yes" or "no" response for each question. This checklist is currently under review and intended primarily to determine if a Schedule A project will require a CHER or HIA; if not, the checklist provides documentation of due diligence in the project filing. The checklist is similar in scope to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHTSCI) Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes: A Checklist for the Non-Specialist (2016) (see below), which is applied for Schedule A+, B and C projects.	A copy of the completed Municipal Class EA's associated checklist for municipal bridges (Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist Revised April 11, 2014) should be appended to the final draft of the report.
2	Existing Conditions Pages 47, 85, 116	See Sections: 5.1 Three Bridges Study Area (CHL) 6.1 Lorne Bridge 7.1 Brants Crossing Bridge 8.1 TH&B Crossing Bridge	MHSTCI recommends revising the existing conditions section for each bridge to include any current heritage recognitions.

Item	Section	Given Text	Comments
Comments on HIAs – Dated July 27th 2021			
3	Whole document	Terminology “cultural heritage significance”	Terms should be consistent with the Ontario Heritage Act and be replaced with “cultural heritage value or interest”.
4	Whole document	Terminology “Preferred Alternative”	The HIA will help inform the selection of a preferred alternative for this EA undertaking. As the EA process is still underway, we understand the preferred alternative for this undertaking is yet to be determined. To avoid confusion the term “preferred alternative” where applied in the HIA should be changed to “recommended alternative”.
5	Executive Summary Page ii Paragraph 5	Based on these findings, Golder recommended to conduct an HIA to identify the negative impacts the preferred alternatives developed for each bridge may have on the cultural heritage value or interest and heritage attributes of the bridges and their associated cultural heritage landscape. Developed as “Strategy 7”, the preferred alternatives for each bridge are: <ul style="list-style-type: none"> • Lorne Bridge – Rehabilitate • Brant’s Crossing Bridge – Replace and Raise • TH&B Crossing Bridge – Minor Rehabilitation and Remove at End of Useful Life 	It is not clear whether the cultural heritage environment was considered in the selection of a recommended alternative for each identified Cultural Heritage Resource (CHR). We attached two examples of how the assessment of impacts to recommended alternatives should be discussed/documentated
6	Executive Summary Page iii	Based on these results, Golder recommends that the City consider the following mitigation measures, which will serve to avoid or substantially reduce the identified negative impacts: <ul style="list-style-type: none"> • Design Phase • Construction Phase • Operation Phase 	In addition to the mitigations provided, where demolition, removal, and replacement of any of the bridges is selected as the preferred option, MHSTCI recommends the following mitigation options: <ul style="list-style-type: none"> • The final design for the replacement bridge incorporates the scale, massing, materials and finishes of the original bridge where possible and appropriate. • MHSTCI recommends that additional guidelines be included to guide the design for the replacement of the bridge and ensure the replacement bridge is sympathetic to surrounding cultural heritage resources.

Item	Section	Given Text	Comments
			<ul style="list-style-type: none"> • The bridge be documented to the standard outlined according to section 6.3.1.4 of the MTO Environmental Guide for Built Heritage and Cultural Heritage Landscapes (2007). • The above noted documentation will be deposited with the Municipality's appropriate institutions such as the library, museum and/or archives. When sending the documentation to the institutions, the municipality shall copy MHSTCI on the cover letter. • Install a commemorative/interpretive plaque, at or near the crossings, which will outline the history of the crossings/area and incorporate historic photographs. The municipality must consult with the Municipal Heritage Committee and, as appropriate, with Indigenous communities, to develop the plaque within one year after construction.
7	3.2.4 Provincial Heritage Guidance Page 8 Second Paragraph	To advise municipalities, organizations, and individuals on heritage protection and conservation, the Province, through the MHSTCI, has developed a series of guidance products called the Ontario Heritage Tool Kit series. ...	This section should make references to the Municipal Class EA and its associated checklist for municipal bridges (Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist Revised April 11, 2014). The report should also make references to Ontario Regulation 160/02 (Standards for Bridges).
8	Missing information Assessment of Existing Conditions		MHSTCI recommends including an assessment of existing conditions for each bridge prior the impact assessment. This section would provide a written and visual description of the cultural heritage resource(s) in its current condition, identify any significant changes to the property, and provide key information about the on-site investigation(s).

Item	Section	Given Text	Comments
9	5 Impact Assessment Page 18	<p><i>For the CHL and each bridge</i></p> <p>5.1 Description of Proposed Development</p> <p>5.2 Approach</p> <p>5.3 Lorne Bridge Preferred Alternative</p> <p>5.3.1 Impact Assessment</p> <p>....</p>	<p>MHSTCI recommends that this section be reorganized as follows:</p> <p>5.1 Description and Purpose of Proposed Undertaking – this section provides a detailed written and visual description of the proposed activity, and the rationale, purpose and need for the proposed undertaking. See language in the notice of commencement.</p> <p>“The study is intended to identify the short and long-term plans for the three Grand River Bridges. The study will include determining the feasibility of removing the winter load limit on Lorne Bridge and the need for one or both of the TH&B River Crossing and Brant’s Crossing Bridges based on an assessment of the technical, social and environmental factors, including impacts to the active transportation network and the risks of future flooding events of the Grand River.”</p> <p>5.2 Impact Assessment – this section identifies and articulates how the proposed activity will affect the cultural heritage value or interest of the property and assesses impacts, whether positive or negative, direct, or indirect.</p> <p>5.3 Considered Alternatives and Mitigation Measures – this section provides details of alternative options that were considered and that would reduce or mitigate negative impacts.</p> <p>For bridges, including municipal bridges, the process, and the options to be considered are the ones in Section 4.3 of the Ontario Heritage Bridge Guidelines (MTO, 2008).</p> <p>MHSTCI recommends that this section be revised accordingly.</p> <p>We attached two examples in our commenting email, for your reference, of how the assessment of impacts to recommended alternatives should be discussed/documented</p>

Item	Section	Given Text	Comments
10	5.1 Description of Proposed development Page 18	The Three Grand River Crossings MCEA was initiated to “identify long-term, holistic solutions” to address the deteriorating condition, “age-related concerns”, and risk flooding damage or loss at each bridge site as well as ways to improve pedestrian, cyclist and vehicular connectivity in the study area. After developing a long list of alternatives and commissioning studies to investigate the social (which included the CHER), natural, technical, and economic environments, a rigorous evaluation process involving public engagement identified the preferred alternative for each bridge and the study area as a whole (APPENDIX A). Developed as “Strategy 7”, ...	<p>5.4 Summary of Community Engagement – this section provides a brief summary of the groups and individuals who were engaged, how and when community engagement was undertaken and the results of the engagement, including responses, comments or concerns expressed and how these were considered. Also indicate whether engagement was combined with the requirements of the EA process (e.g. Public Information Centres).</p> <p>5.5 Recommendations - This section describes how the proposed activity may proceed, the mitigation measures that are to be implemented, and provide direction for any additional requirements.</p> <p>See comment above (item 8)</p> <p>The description of proposed development should be revised as it is unclear whether there will be impacts to any of the identified CHRs. Any impact (direct or indirect, physical, or aesthetic) of the proposed works on the CHRs should be identified. This section should be aligned with the EA Report’s discussion around the alternatives and in particular, the recommended alternative.</p>
11	5.2 Approach Page 18	When determining the effects a development or site alteration may have on known or identified built heritage resources or cultural heritage landscapes, the MHSTCI publication Heritage Resources in the Land Use Planning Process advises that the following “negative impacts” be considered: ... Although the MHSTCI Heritage Resources in the Land Use Planning Process identify types of impact, it does not advise on how to describe their nature or extent. For this the MHSTCI	<p>See comments above (item 8)</p> <p>This section should be removed and replaced with the following text</p> <p>For bridges, including municipal bridges, the process, and the options to be considered are the ones in Section 4.3 of the Ontario Heritage Bridge Guidelines (MTO, 2008). The options are regarded as appropriate in managing interventions on heritage bridges. They are arranged according to level or degree of intervention from minimum to maximum. They are</p>

Item	Section	Given Text	Comments
		<p>Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments (1990:8) provides criteria of:</p> <p>...</p> <p>Since advice to describe magnitude is not included in the MHSTCI <i>Guideline</i> or any other Canadian guidance, the ranking provided in the ICOMOS <i>Guidance on Heritage Impact Assessments for Cultural World Heritage Properties</i> (ICOMOS 2011: Appendix 3B) is adapted here. While developed specifically for World Heritage Sites, it is based on a general methodology for measuring the nature and extent of impact to cultural resources in urban and rural contexts developed for the UK Highways Agency <i>Design Manual for Roads and Bridges</i> [DMRB]: <i>Volume 11, HA 208/07</i> (2007: A6/11) (Bond & Worthing 2016:166-167) and aligns with approaches developed by other national agencies such as the Irish Environmental Protection Agency (reproduced in Kalman & Léfourneau 2020:390) and New Zealand Transport Agency (2015).</p> <p>These approaches have been combined to assess the impacts of each preferred alternative on the CHVI and heritage attributes of the built heritage resources and cultural heritage landscape in the study area.</p>	<p>to be applied in rank order such that Option 1 must be shown to be non-viable, before Option 2 can be considered and so on. There are eight options to consider and, all other alternatives having been considered, consider removal or demolition as a last resort.</p>

**HERITAGE IMPACT ASSESSMENT:
PEEL STREET BRIDGE (270148)**

**WOOLWICH TOWNSHIP ROAD 48 (PEEL STREET)
BETWEEN LOTS 3 & 4, BROKEN FRONT CONCESSION, CROOKS TRACT
GEOGRAPHIC TOWNSHIP OF WOOLWICH
WATERLOO COUNTY**

REGIONAL MUNICIPALITY OF WATERLOO, ONTARIO

Prepared for:

GM BluePlan Engineering Limited
650 Woodlawn Road West
Guelph, ON N1K 1B8

ASI File: 17CH-084

April 2021



5.0 IMPACT ASSESSMENT AND ALTERNATIVES CONSIDERED

Where negative impacts of the development on the cultural heritage resource and/or attributes are identified, mitigative or avoidance measures or alternative development or site alteration approaches are considered. Conservation options are outlined in the *Ontario Heritage Bridge Guidelines* (OHBG, Ministry of Culture and Ministry of Transportation, Ontario (MTO) 2008), which is regarded as current best practice for conserving heritage bridges in Ontario. While intended for use in the assessment of provincially-owned structures and not directly applicable to the municipal context, the OHBG ensures that heritage concerns and appropriate mitigation options are considered.



Indirect adverse impacts are identified where activities on or near the property may adversely affect its cultural heritage value or interest and/or heritage attributes. Positive impacts may also result where a property's cultural heritage value or interest and/or heritage attributes is conserved or enhanced.

The following table presents the results of impact assessment based on the preferred options for the proposed undertaking and the observed structural condition of the bridge (GM BluePlan Engineering Ltd. 2016). It considers possible direct adverse impacts, indirect adverse impacts, and positive impacts. See Section 2.3 for a description of the cultural heritage attributes identified for the Peel Street Bridge (270148).

The preferred option being carried forward as part of this EA will involve repairs to deteriorated elements as outlined in Section 4.0 to retain the existing bridge no longer in use for vehicle purposes but adapted for pedestrian loading (EA Alternative 4 which corresponds to OHBG Conservation Option 5). The intended rehabilitation of the subject bridge will result in minor impacts to the cultural heritage value of the bridge through sympathetic modification, repair, or replacement of heritage attributes identified in Section 2.

The following table (Table 1) presents the results of impact assessment based on the *OHBG* Conservation Options.

Conservation Options (OHBG)	Analysis	Viable Option
1) Retention of existing bridge with no major modifications undertaken	<p>This option would result in the lowest degree of intervention and fewest impacts to the subject bridge. However, this is not considered a viable option as it would not address the main problem/opportunity of the EA project.</p> <p>The retention of the bridge with no major modifications would not address the significant structural deterioration noted in the OSIM, would not allow the structure to carry vehicular traffic, and would not ensure the retention of the structure as a safe crossing for pedestrians. As such, this is not considered a viable option.</p> <p>This conservation option was under consideration in the EA as Alternative 1: Do Nothing and was eliminated from consideration.</p>	No
2) Retention of existing bridge and restoration of missing or deteriorated elements where physical or documentary evidence (e.g. photographs or drawings) can be used for their design	<p>This option would result in a lesser degree of intervention and fewer impacts to the subject bridge. Retention of the existing bridge with repairs to the structure would allow the heritage attributes to be maintained and is considered a viable option. This would allow the structure to continue its</p>	Yes



	<p>historical function as a river crossing with minimal negative impacts to the heritage value of the structure.</p> <p>This alternative was under consideration in the EA as Alternative 5: Repair for Vehicles, but was eliminated from consideration.</p>	
3) Retention of existing bridge with sympathetic modification	<p>This option would result in a lesser degree of intervention and fewer impacts to the subject bridge.</p> <p>Sympathetic modifications to the existing bridge including the repair of deteriorated elements in the superstructure and the installation of a code-compliant vehicular barrier would enable its retention.</p> <p>These repairs and modifications are considered necessary to ensure the continued use of the structure as a watercourse crossing and would ensure the retention and long-term preservation of the structure.</p> <p>This alternative was under consideration in the EA as Alternative 5: Repair for Vehicles, but was eliminated from consideration.</p>	Yes
4) Retention of existing bridge with sympathetically designed new structure in proximity	<p>This option is not considered viable as it would not address the underlying structural deficiencies in the subject bridge and would not ensure the preservation of the existing bridge crossing.</p> <p>This Conservation Option was not considered in the course of the EA.</p>	No
5) Retention of existing bridge no longer in use for vehicle purposes but adapted for pedestrian walkways, cycle paths, scenic viewing etc.	<p>This option would result in a lesser degree of intervention and fewer impacts to the subject bridge. Retention of the existing bridge with repairs to the structure would allow the heritage attributes to be maintained and is considered a viable option. This would allow the structure to continue its historical function as a river crossing with minimal negative impacts to the heritage value of the structure. Minor impacts to the historical function as a vehicular crossing would be anticipated in a crossing that carried only pedestrian traffic.</p> <p>This alternative was under consideration in the EA as Alternative 4: Repair for Pedestrians, however it</p>	Yes

	<p>also includes the repair of deteriorated elements prior to use as a pedestrian bridge.</p> <p>At the time of report preparation (April 2021) the Township of Woolwich Council has determined that this is the option that will be carried forward to detailed design.</p>	
6) Retention of bridge as heritage monument for viewing purposes only	<p>This option would involve the retention of the existing bridge without rehabilitation, which is not viable as it would not ensure the preservation of the existing bridge crossing. Continued structural deterioration without rehabilitation would result in the eventual failure of the structure with impacts to public safety and impacts to the Grand River drainage patterns and wildlife. Further, retention of the subject bridge without rehabilitation would not ensure the continued use as a crossing at this location.</p> <p>This conservation option was under consideration in the EA as Alternative 2: Closure, which was determined to be the recommended preferred alternative when an equal ranking of social, natural, cultural, technical, and economic factors was considered. However, in consideration of significant public input, the Township of Woolwich Council determined that rehabilitation for pedestrian use should be carried forward to detailed design.</p>	Yes
7) Relocation of bridge to appropriate new site for continued use or adaptive re-use	<p>Relocation of the subject bridge is not considered to be a viable option due to the poor structural condition of the steel truss superstructure. Many of the existing steel components in the superstructure would require rehabilitation or replacement prior to disassembly to enable relocation, which is considered infeasible from an engineering and economic perspective.</p> <p>Additional direct impacts are expected through the process of removing the bridge from its current location. Potential additional impacts to the pier and abutments and the slopes of the Grand River could be anticipated during the removal of the superstructure.</p> <p>This Conservation Option was not considered in the course of the EA.</p>	No
8) Bridge Removal and replacement with a	Direct impacts to the cultural heritage values of the	Yes

<p>sympathetically-designed structure:</p>	<p>Peel Street Bridge are expected through the complete removal of the bridge. All cultural heritage attributes related to the subject bridge identified in the CHER and outlined in Section 2.3 would be removed. However, replacement with a sympathetically-designed structure would be a viable option and could facilitate the conservation of some of the heritage attributes of the existing bridge.</p> <p>The contextual associations of the subject bridge as a crossing over the Grand River would be maintained in a sympathetically designed replacement structure. Further, the replacement of the subject bridge would allow for an increased width to carry two lanes of vehicular traffic, ensure a code-compliant barrier, and would extend the continued use of the crossing location.</p> <p>This option is considered viable and was under consideration as part of this EA as Alternative 6: Replacement, but was eliminated from consideration.</p>	
<p>a) Where possible, salvage elements/ members of heritage bridge for incorporation into new structure or for future conservation work or displays</p>	<p>Direct impacts to the cultural heritage values of the Peel Street Bridge are expected through the complete removal of the bridge.</p> <p>The use of salvage elements in a replacement structure or for future conservation works or displays is a viable option. Where possible, salvaged steel truss members should be retained for incorporation into the new structure or associated landscaping to reduce impacts to the identified heritage attributes outlined in Section 2.3.</p> <p>If incorporation of salvage elements in the replacement structure is deemed to be infeasible, salvaged elements should be retained for inclusion in future conservation work or commemorative displays, where feasible.</p> <p>This option is considered viable and was under consideration as part of this EA as Alternative 6: Replacement, but was eliminated from consideration.</p>	<p>Yes</p>
<p>b) Replacement/removal of existing bridge with full recording and documentation of the heritage bridge</p>	<p>Direct impacts to the cultural heritage values of the Peel Street Bridge are expected through the complete removal of the bridge.</p> <p>Full recording with an appropriate commemoration</p>	<p>Yes</p>

	<p>strategy would ensure proper documentation for archival purposes.</p> <p>If removal of the subject bridge is chosen, physical heritage attributes, including structural members, should be salvaged for incorporation into future structures at other bridge crossings, conservation work, or displays, where feasible.</p> <p>Replacement of the bridge is considered viable and was under consideration as part of this EA as Alternative 6: Replacement</p> <p>Removal of the bridge without replacement is not considered viable, although it was under consideration as part of this EA as Alternative 3: Removal. However, removal without replacement is considered to be the most impactful to the identified cultural heritage value of the crossing as it would remove all heritage attributes outlined in Section 2.3 and would eliminate the historical and contextual association of the bridge location as a crossing over the Grand River. Further, removal of the bridge without replacement would not address the goals of the EA, and so it was eliminated from consideration.</p>	
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The proposed potential alternatives evaluated as part of the Structure 270148 Peel Street Class EA are anticipated to have a range of potential impacts to the identified heritage attributes and the cultural heritage value described in Section 2.0.

Alternative 1: Do Nothing is not considered a viable option as it would not address the main problem/opportunity of the EA project. The retention of the bridge with no major modifications would not address the significant structural deterioration noted in the OSIM, would not allow the structure to carry vehicular traffic, and would not ensure the retention of the structure as a safe crossing for pedestrians. As such, this is not considered a viable option and was eliminated from consideration as part of the EA.

Alternative 2: Closure would involve the retention of the existing bridge without rehabilitation, which is not viable as it would not ensure the preservation of the existing bridge crossing. Continued structural deterioration without rehabilitation would result in the eventual failure of the structure with impacts to public safety and impacts to the Grand River drainage patterns and wildlife. Further, retention of the subject bridge would not ensure the continued safe use as a crossing at this location. This conservation option was under consideration in the EA as Alternative 2-Closure, which was initially determined to be the recommended preferred alternative when an equal ranking of social, natural, cultural, technical, and economic factors was considered.



Alternative 3 involves the complete removal of the bridge without replacement and is not considered viable, although it was under consideration as part of this EA as Alternative 3: Removal. Removal without replacement is considered to be the most impactful to the identified cultural heritage value of the crossing as it would remove all heritage attributes outlined in Section 2.3 and would eliminate the historical and contextual association of the bridge location as a crossing over the Grand River. Further, removal of the bridge without replacement would not address the goals of the EA, and so it was eliminated from consideration.

Alternative 4: Repair for Pedestrians would ensure the retention of the existing bridge and allow the heritage attributes to be maintained. This would allow the structure to continue its historical function as a river crossing with minimal negative impacts to the heritage value of the structure, and is considered a viable option. This alternative includes the repair of deteriorated elements prior to use as a pedestrian bridge. This alternative would result in minor impacts to the historical function of the bridge as a vehicular crossing, however, if it was designed to carry only pedestrian traffic. At the time of report preparation (April 2021) the Township of Woolwich Council has determined that this is the option that will be carried forward to detailed design.

Alternative 5: Repair for Vehicles would result in a lesser degree of intervention and fewer impacts to the subject bridge. Sympathetic modifications to the existing bridge including the repair of deteriorated elements in the superstructure and the installation of a code-compliant vehicular barrier would enable its retention and function as a single-lane crossing. These repairs and modifications are considered necessary to ensure the continued use of the structure as a watercourse crossing and would ensure the retention and long-term preservation of the structure. This alternative is considered viable from the cultural heritage perspective, but was eliminated from consideration.

Alternative 6: Replacement would result in direct impacts to the cultural heritage values of the Peel Street Bridge through the complete removal of the bridge. If removal of the subject bridge is chosen, physical heritage attributes, including structural members, should be salvaged for incorporation into future structures at other bridge crossings, conservation work, or displays, where feasible. Full recording with an appropriate commemoration strategy would ensure proper documentation for archival purposes. This alternative is considered viable.

5.1 Impact Assessment- Potential Impacts of the Preferred Alternative

At the time of this report, Alternative 4: Repair for Pedestrians was being carried forward to detailed design (GM BluePlan email communication, 25 March 2021). From the cultural heritage perspective, the retention of the subject bridge following rehabilitation is a suitable conservation option to address the problems outlined in the EA as it would allow the subject bridge to be retained in its historical location as a crossing of the Grand River. The best strategy from a cultural heritage perspective is continual maintenance, rehabilitation, and conservation.

The proposed rehabilitation of the subject bridge is anticipated to be directed to all deteriorated structural elements on the superstructure and structure of the bridge. The repairs should be planned and executed in a manner that limits the impacts to the identified heritage attributes of the bridge as outlined in Section 2.3. The repairs should be designed to be reversible using materials, colours, and



finishes that will make the rehabilitation physically and visually compatible with the subject bridge. The repairs should be conducted in a manner that preserves the appearance of the original components, with replacement elements constructed of a similar material, colour, and finish, and be of similar scale and design as the original components while meeting modern safety and design codes.

The existing steel railing system was determined to be deficient, and will require replacement in the rehabilitated structure. The replacement of the existing pedestrian barrier and any additional modifications to the deck of the bridge, including the replacement of wooden decking and the potential decrease in width of the deck boards, should similarly be designed to ensure that it is sympathetic to the visual character of the structure, while still ensuring public safety and meeting modern design codes. These proposed modifications to the bridge deck should be designed to be sympathetic to the visual heritage character of the subject bridge and be designed in a way that limits the alteration of views to the bridge and from the bridge deck to the surrounding area, where feasible. Detailed design and implementation of these potential alterations should be guided by a qualified cultural heritage professional to ensure that they are sympathetic to the subject bridge and its setting.

The proposed rehabilitations will result in permanent and direct impacts to the bridge. The rehabilitation is anticipated to be directed to all deteriorated structural elements on the subject bridge, including the truss components (diagonal, bottom chords, floor beams), and other portions of the superstructure (timber deck and stringers). These alterations, however, will result in the retention of the heritage elements in the rehabilitated structure and will increase the lifespan of the structure. Further, these alterations will maintain the historical function of the bridge as a water crossing and are considered necessary to ensure the long-term maintenance and use of the structure. As such, the retention of the existing bridge with sympathetic modifications is considered preferable to demolition and replacement. Repairs and rehabilitation should be suitably planned and executed in a manner that limits the scale and magnitude of the intervention to addressing only the elements in need of repair, where feasible. All rehabilitation should be designed and executed in a manner that preserves the legibility of the heritage value of the subject bridge as a rare example of a two-span Camelback truss bridge and the oldest existing truss bridge in Woolwich Township in its original location. In this respect, historical photographs and original design drawings should be reviewed to ensure interventions are planned based on documentary evidence.

Additional modifications to the east and west approaches are also anticipated to include installing barriers to vehicular traffic and the closure and modification of the approach roadways to allow for vehicle turnaround. These interventions should be planned and implemented in a way that is mindful of the overall setting as a scenic crossing of the Grand River. The feasibility of implementing a commemoration program that includes historical photographs and information on the subject bridge should be investigated and installed at the east and west approaches, if determined to be feasible. This commemoration program would ensure that the cultural heritage value of the subject bridge, as discussed in Section 2.0, would be available to the users of the rehabilitated structure.

In order to mitigate any unanticipated indirect impacts to the subject bridge and the Grand River, construction and staging activities should be suitably planned and executed to ensure that all heritage attributes identified in Section 2.3 are avoided and protected. Suitable staging activities may include temporary barriers and the establishment of no-go zones throughout construction. On-site workers should be notified of the cultural heritage significance of the subject bridge and the watercourse in



7.0 IMPACT ASSESSMENT

7.1 Proposed Development

The Town intends to replace the Bridge as it has exceeded its expected service life, is in need of extensive repairs, and does not meet contemporary road safety and design requirements and load restrictions. This prevents its use by the Fire Department or other large vehicles. In 2016 Keystone Bridge Management Corp estimated that the cost to rehabilitate the Bridge would be approximately \$4 million and the cost to replace it with a reinforced concrete structure would be approximately \$2.4 million.

A detailed design has not yet been drafted but a prefabricated single-lane modular style type, such as a Mabey Bridge, is currently proposed as a replacement. It is anticipated to have the same span length as the Bridge and, if possible, will reuse the existing abutments. The new bridge will probably have greater clearance over the river due to a more efficient design, but the deck will be at approximately the same height as the existing bridge.

The Town was awarded \$1,404,531.00 from the Ontario Community Infrastructure Fund and the Town approved \$200,000.00 in by-law 2017-005 for the 2017 operating and capital budgets to replace the Bridge. Replacement of the bridge and work to improve the abutments and approaches is estimated to cost approximately \$1.6 million.

7.2 Assessment of Adverse Impacts

When determining the effects a development or site alteration may have on known or identified built heritage resources or cultural heritage landscapes, the MTCS *Heritage Resources in the Land Use Planning Process* advises that the following direct and indirect adverse impacts be considered:

- Direct impacts:
 - *Destruction* of any, or part of any, significant heritage attributes, or features; and
 - *Alteration* that is not sympathetic or is incompatible, with the historic fabric and appearance.
- Indirect impacts:
 - *Shadows* created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
 - *Isolation* of a heritage attribute from its surrounding environment, context or a significant relationship;
 - *Direct or indirect obstruction* of significant views or vistas within, from, or of built and natural features; or
 - *A change in land use* such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces.

Although the MTCS guidance identifies types of impact and residual effect, it does not advise on how to describe the magnitude or severity. Likewise, impact assessment guidelines produced at the federal level lack clear advice to illustrate the extent of each impact. In the absence of a Canadian source of guidance, the ranking provided in the UK Highway Agency *Design Manual for Roads and Bridges: Volume 11*, HA 208/07 (2007:A6/11)² is used here:

² The guidance provides a method for heritage assessment of road and bridge projects in both urban and rural contexts, and is the only assessment method to be published by a UK government department (Bond & Worthing 2016:167). Similar ranking systems have been adopted as best practice by agencies and groups across the world, such as the International Council on Monuments and Sites (ICOMOS 2011), the Irish Environmental Protection Agency (Kalman 2015), and New Zealand Transport Agency (2015), all published after the *Ontario Heritage Tool Kit*.

- Major
 - Change to key historic building elements, such that the resource is totally altered. Comprehensive changes to the setting.
- Moderate
 - Change to many key historic building elements, such that the resource is significantly modified.
 - Changes to the setting of an historic building, such that it is significantly modified.
- Minor
 - Change to key historic building elements, such that the asset is slightly different.
 - Change to the setting of an historic building, such that it is noticeably changed.
- Negligible
 - Slight changes to historic building elements or setting that hardly affect it.
- No impact
 - No change to fabric or setting.

If adverse impacts are identified, the MTCS guidance suggests that mitigation be achieved through:

- Alternative development approaches;
- Isolating development and the site alteration from significant built and natural features and vistas;
- Design guidelines that harmonize mass, setback, setting, and materials;
- Limiting height and density;
- Allowing only compatible in-fill and additions;
- Reversible alterations; and,
- Buffer zones, site plan control, and other planning mechanisms.

An assessment of impacts resulting from the proposed development on the property's heritage attributes is presented in Table 3. Where an impact is identified, conservation measures are recommended.

Table 3: Assessment of direct and indirect adverse impacts resulting from replacement of the Bridge.

Type and source of adverse impacts	Heritage attributes at risk of impact	Predicted impact without mitigation (magnitude/ reversibility/ extent/ duration/ & frequency)	Assessment Rationale	Recommended General Conservation/ Mitigation Measures	Predicted residual impact	Assessment Rationale
<p>Destruction of any, or part of any, significant heritage attributes, or features.</p> <ul style="list-style-type: none"> Removal of the Bridge. Destruction of views of the Bridge as a landmark. 	<p>All identified heritage attributes and the bridge as one of a family of historic bridge structures in the Town.</p>	<ul style="list-style-type: none"> Major adverse Irreversible Localized Permanent Once 	<p>The Bridge is proposed for demolition and replacement due to safety concerns, technical considerations and the cost of rehabilitation.</p>	<ul style="list-style-type: none"> Alternative development approaches (see recommendations in Section 7.4) 	<ul style="list-style-type: none"> Moderate Irreversible Localized Permanent Once 	<p>Retention of the Bridge is not feasible. It will still be lost and all of its structural heritage attributes will be gone when it is replaced. Alternative approaches for compensation are required. See 7.4 Consideration of Alternatives and 8.0 Recommendations.</p>
<p>Alteration that is not sympathetic or is incompatible, with the historic fabric and appearance.</p> <ul style="list-style-type: none"> Removal of the Bridge and replacement with a modern structure alters the 93 year old landscape and removes the scale and massing of the bridge from the landscape. 	<p>Scale and Massing</p>	<ul style="list-style-type: none"> Major adverse Irreversible Localized Permanent Once 	<p>The scale and massing of the highly visible trusses will be gone, replaced by a bridge with a much lower profile in the landscape.</p>	<ul style="list-style-type: none"> Alternative development approaches (see recommendations in Section 7.4) 	<ul style="list-style-type: none"> Moderate Irreversible Localized Permanent Once 	<p>Retention of the Bridge is not feasible. It will still be lost and all of its structural heritage attributes will be gone when it is replaced. Alternative approaches for compensation are required. See 7.4 Consideration of Alternatives and 8.0 Recommendations.</p>
<p>Shadows created that alter the appearance of a heritage attribute or change the viability of a natural features or plantings, such as a garden.</p> <ul style="list-style-type: none"> Replacement of the Bridge. 	<p>Not applicable if all heritage attributes are removed.</p>	<ul style="list-style-type: none"> Not applicable. 	<p>Since the heritage attributes are limited to the Bridge and it will be demolished and replaced with a modern bridge shadows will not impact the heritage attributes of the structure.</p>	<ul style="list-style-type: none"> No mitigation measures are required. 	<ul style="list-style-type: none"> Not applicable. 	<p>Not applicable.</p>
<p>Isolation of a heritage attribute from its surrounding environment, context or a significant relationship.</p> <ul style="list-style-type: none"> Replacement of the Bridge. 	<p>Not applicable if all heritage attributes are removed.</p>	<ul style="list-style-type: none"> Not applicable. 	<p>Since the heritage attributes are limited to the Bridge, removal and replacement of the structure will not isolate any heritage attributes from the surrounding environment context or a significant relationship.</p>	<ul style="list-style-type: none"> No mitigation measures are required. 	<ul style="list-style-type: none"> Not applicable. 	<p>Not applicable.</p>
<p>Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features.</p> <ul style="list-style-type: none"> Replacement of the Bridge. 	<p>Not applicable if all heritage attributes are removed.</p>	<ul style="list-style-type: none"> Not applicable. 	<p>Since the Bridge will be demolished and replaced with a structure of similar length and width but with a smaller height no significant views will be obstructed.</p>	<ul style="list-style-type: none"> No mitigation measures are required. 	<ul style="list-style-type: none"> Not applicable. 	<p>Not applicable.</p>
<p>A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces.</p> <ul style="list-style-type: none"> No Change. 	<p>Not applicable if all heritage attributes are removed.</p>	<ul style="list-style-type: none"> Not applicable. 	<p>A new bridge will be built in the same location as the original and remain in use as a transportation function. There will be no change in land use.</p>	<ul style="list-style-type: none"> No mitigation measures are required. 	<ul style="list-style-type: none"> Not applicable. 	<p>Not applicable.</p>
<p>Land disturbances such as a change in grade that alters soils, and drainage patterns that may affect a cultural heritage resource.</p> <ul style="list-style-type: none"> Replacement of the Bridge. 	<p>Not applicable if all heritage attributes are removed.</p>	<ul style="list-style-type: none"> Not applicable. 	<p>Since the Bridge will be demolished and replaced with a new structure land disturbance will not have an adverse effect. The new bridge will not change the course of the River or road. No other elements of the setting around the bridge will be changed as a result of this project.</p>	<ul style="list-style-type: none"> No mitigation measures are required. 	<ul style="list-style-type: none"> Not applicable. 	<p>Not applicable.</p>

7.3 Results of Impact Assessment

The preceding assessment has determined that without conservation or mitigation measures the removal and replacement of the Bridge with a new modular type bridge:

- will have a **major adverse direct and permanent impact on the cultural heritage value of the Bridge.**

7.4 Consideration of Alternatives

There is no single, correct way to mitigate the impacts of the replacement of a bridge. Best practice for heritage conservation generally prefers *minimal intervention* that is, maintaining the structure in as close to the condition it was encountered. However, economic, safety and/or technical site considerations may require an alternate method to conserve the cultural heritage value of structure. In the case of provincially owned bridges the MTO has identified eight conservation options that they must consider when bridges are scheduled for replacement. Golder has considered each of these 8 conservation options for the Hudson Bridge in Table 4.

Table 4: Consideration of mitigation options for the Bridge.

Option	Advantages	Disadvantages	Comment
1	Retention of existing bridge with no major modifications undertaken	This is generally the most preferred of conservation options since – through the principle of minimal intervention – it has the highest potential for retaining the structure's heritage attributes.	A bridge requires regular maintenance and periodic refurbishment to remain safe for use and to stand up to the environmental conditions any structure over water endures. A bridge will continue to deteriorate without intervention.
2	Restoration of missing or deteriorated elements where physical or documentary evidence (e.g. photographs or drawings) exists for their design	This is conservation option involves little change to the original fabric of the structure, and repairs to the Bridge are not conjectural.	No early plans or photos of the Bridge have been found. Furthermore this does not address the safety concerns and load limits. Restoration of the deteriorated components is prohibitively expensive.
3	Retention of existing bridge with sympathetic modification	This conservation option would conserve the appearance of the Bridge and allow concerns for safety to be addressed.	This would involve a costly and complex rehabilitation effort.
4	Retention of existing bridge with sympathetically designed new structure in proximity	This conservation option retains the heritage attributes of the Bridge and address the safety concerns.	The Bridge and the sympathetically designed new bridge would both require ongoing maintenance, and a new bridge would require additional property to be purchased to expand the road right-of-way and would add a curve to the road, creating undesirable road geometrics.
5	Retention of existing bridge no longer in use for vehicular purposes but adapted for a new use. For example, prohibiting vehicle or restricting truck traffic or adapting for pedestrian walkways, cycle paths, scenic viewing, etc.	This conservation option retains the heritage attributes of the Bridge and address some of the safety concerns.	This option is not viable because of the expense to maintain the existing bridge, acquire additional property and build a new sympathetically designed structure. It also introduces undesirable road geometrics which would adversely impact road safety.
			A bridge at this location is necessary for vehicular traffic and the Town wants a bridge that can take emergency service vehicles. The Town has a dedicated pedestrian bridge 250m south of the Hudson Bridge and does not need a pedestrian bridge at this location. This option is not viable due to its expense, engineering constraints and the loss of function as a road bridge.

Option	Advantages	Disadvantages	Comment
6	Retention of existing bridge as a heritage monument for viewing purposes only	The Bridge will still require extensive maintenance and refurbishment and this option removes the Bridge as a useful structure. Additionally the Town still requires a road bridge across the river at this location.	The Town still requires a road and bridge at this location and retaining the Bridge as a heritage monument <i>in situ</i> would require realigning the road and construction of a new bridge. Retaining the Bridge <i>in situ</i> as a heritage monument is not viable due to the considerable expense and engineering constraints involved.
7	Relocation of smaller, lighter single span bridges to an appropriate new site for continued use (see 4) or adaptive re-use (see 5)	This would remove the Bridge from its contextual environment, and presents considerable risk of damage or destruction of the Bridge in the moving process. The Bridge will still require extensive maintenance and refurbishment at considerable expense during disassembly, relocation and future maintenance.	The Bridge has very good heritage integrity and has cultural heritage value and interest for physical design, historical associations and contextual values and it may be possible to disassemble, conserve, store and relocate the Bridge to an appropriate new—or in this case its original—site for continued use or adaptive reuse. Due to age, stress and deterioration of the structure of the Bridge it is unlikely that it could be restored to carry motorized vehicular traffic especially trucks, however considering the significant heritage value of this structure it may be possible to restore the bridge as a pedestrian bridge in the future. It may be worth considering if the Bridge could be stored, refurbished as a pedestrian bridge and installed at either its original location at the Snappers crossing when the existing bridge at that location needs to be replaced or at another location. This conservation option may be feasible.
8	Bridge removal and replacement with a sympathetically designed structure: ¹ a) Where possible, salvage elements/members of bridge for incorporation into a new structure or for future conservation work or displays; b) Undertake full recording and documentation of existing structure.	A sympathetically designed structure would commemorate some of the heritage attributes of the Bridge, while documentation will preserve by record the identified heritage attributes. A new bridge can then be built with a road width and load requirements that meet contemporary standards and have reduced impact on the current setting. Elements of the Bridge could be salvaged for incorporation into future heritage displays allowing a form of preservation and the opportunity for heritage interpretation.	It is not viable to salvage elements or members of the Bridge for incorporation into a new bridge. The Town is proposing a prefabricated modular type of bridge that will be unable to incorporate historic elements into its design. There are some similarities between the original bridge and its proposed replacement. Steel will be used and like the Pratt through truss design, its manufactured components will be shipped for on-site assembly. It may be possible for the replacement structure to have a weathered steel finish, consistent with the current appearance of the Bridge. Documentation of the Bridge can serve as a form of preservation by record. Some heritage attributes would be retained if all or part of the structure was moved to a new location and retained for display. There is a proposal to repurpose elements of the bridge trusses as a gateway structure in a proposed park in the Town. The feasibility of this proposal is subject to additional studies but offers an opportunity to salvage elements of this bridge for reuse and public appreciation and interpretation of the heritage of the Bridge.

¹A sympathetically designed structure is a structure that attempts to retain or commemorate the intent of the heritage attributes of the original. It does not mean that the new bridge must be a replica of the old.

Conservation Option 8 will still have a major adverse effect on a cultural heritage resource. The MTO requires four additional conditions to be considered before Conservation Option 8 is selected. Only one of the following requirements must be met to justify replacing a bridge that is a cultural heritage resource.

Table 5: Detailed Conditions for Conservation Option 8.

Detailed Conditions for Conservation Option 8	Assessment Rationale
The safety of the existing structure is compromised to the extent that rehabilitation is not a practical option.	The safety of the existing structure is compromised but rehabilitation possible, however the cost of rehabilitation is prohibitive compared to replacement this is not a practical option.
The cost of rehabilitation is prohibitive compared to replacement.	The cost of rehabilitation is prohibitive compared to replacement. As outlined in Section 7.1 the cost of rehabilitation is approximately 2.5 times the cost of replacement.
The bridge has been severely altered from its original form.	Not applicable. The Bridge has not been significantly altered from its original form.
Replacement is required to meet demand requirements that are not achievable through rehabilitation or upgrading the existing structure.	Replacement is required to meet demand requirements that is not achievable through rehabilitation or upgrading the existing structure. Load restrictions on the Bridge prevent fire trucks or other heavy vehicles from crossing.

7.4.1 Results of Alternatives Analysis

The Town requires a bridge at the site that meets contemporary safety standards and is affordable, and the existing Bridge cannot be affordably rehabilitated to meet the necessary safety and loading requirements.

The options that best balance the conservation of the Bridge and operational and safety concerns are:

- Option 7: Relocation of smaller, lighter single span bridges to an appropriate new site for continued use or adaptive re-use. This will:
 - Create an opportunity to restore the heritage attributes of the Bridge at some point in the future; and,
 - Allow the Town to build a new bridge at Machar Street where it is needed.; and,
- Option 8: Bridge removal and replacement with a sympathetically designed structure and salvage elements of the bridge for adaptive reuse. This will:
 - Conserve the heritage attributes of the Bridge by record;
 - Cost-effectively meet safety and operational constraints; and,
 - Repurpose parts of the bridge allowing some form of heritage interpretation and appreciation of the Bridge.

Ministry of Natural Resources and Forestry



Natural Heritage Information Request Guide

Regional Operations Division, Ministry of
Natural Resources & Forestry

Update – April 1, 2019

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1.0 Background, Purpose and Scope

1.1 Background

The Ministry of Natural Resources and Forestry (MNRF) maintains a substantial amount of natural heritage information. The Government of Ontario is committed to transparency, customer service, and making information more publicly accessible. Access to natural heritage information is critical to informing municipal planning processes, development activities, and other initiatives such as science and research. To make natural heritage information more accessible and better understood, this document consolidates available MNRF natural heritage information and outlines how this information can be accessed.

1.2 Purpose of this Guide

The purpose of this guide is three-fold:

1. To provide a directory of natural heritage information sources available from the MNRF;
2. To reduce wait times for users to access the data, especially considering that much of the information is open and accessible; and
3. To help users efficiently access available data.

It remains the proponent's responsibility to:

- Complete a preliminary screening for their projects,
- Obtain available information from multiple sources,
- Conduct any necessary field studies, and
- Consider any potential environmental impacts that may result from a proposed activity.

To provide the most efficient service possible, proponents should complete natural heritage screenings **prior** to contacting Government of Ontario Ministry offices or other agencies for more detailed technical information and advice. This guide provides detailed information on where and how to access information to screen a study area in advance of consulting with Ministries.

1.3 Scope

MNRF maintains and provides information related to its resource management and land use planning mandate, including natural heritage, fisheries, wildlife, mineral aggregate resources, crown lands, protected lands and more. This information is made available to organizations, private individuals, consultants, and developers through online sources and is often considered under various pieces of legislation or as part of regulatory

approvals and planning processes. This guide has been created to help users navigate the available natural heritage information to support various activities. This guide additionally provides a list of other sources of information beyond MNRF, although it is not intended to be an exhaustive list of available sources.

This guide does not replace the Natural Heritage Reference Manual but is intended to support it. This guide is not intended to circumvent any field studies that may be necessary to document features and assess impacts.

This guide is a resource for proponents during project planning. Reviewing the layers listed in the appendices will enable proponents to prepare for both proponent and government led Environmental Assessments. For projects proposed on crown land, MNRF is the permitting agency and there may be additional initial screening requirements. Further studies may be required depending on the nature and location of the project.

1.4 Audience

The intent of this public guide is to make it easier for the proponents and consultants to access relevant information. This guide will also help internal Ministry staff who are responding to information requests or site screenings.

1.5 Disclaimer

The information available from MNRF and the sources listed below in the appendices should **not be considered as a substitute for site visits and appropriate field surveys**. Generally, information available from MNRF can be regarded as a starting point from which to conduct further field studies, if needed. While this data represents MNRF's best available current information, it is important to note that a lack of information for a site does not mean that additional features and values are not present. There are many areas where MNRF does not currently have information. On-site assessments can better verify site conditions, identify natural features and values and confirm presence of species at risk and/or their habitats.

This guide will be updated from time to time. For a current version of this guide, please contact your local or regional Government of Ontario Ministry office. Up-to-date contact information for Ministry offices can be obtained through the Government of Ontario Employee and Organization Directory, Info-GO, available at <http://www.infogo.gov.on.ca/infogo/home.html>.

2.0 Data Resources

2.1 Make a Map: Natural Heritage Areas

The MNRF maintains the [Make a Natural Heritage Area Map](http://www.gisapplication.lrc.gov.on.ca/mamnh/Index.html?site=MNR_NHLUPS_NaturalHeritage&viewer=NaturalHeritage&locale=en-US): http://www.gisapplication.lrc.gov.on.ca/mamnh/Index.html?site=MNR_NHLUPS_NaturalHeritage&viewer=NaturalHeritage&locale=en-US which provides public access to natural heritage information without the user needing to have Geographic Information System (GIS) capability. It allows users to view and identify natural heritage features, mark areas of interest, and create and print a custom map directly from the web application. The tool also shows topographic information such as roads, rivers, contours and municipal boundaries.

Make a Natural Heritage Area Map should be consulted as a first step in screening for natural heritage features. This tool does not provide access to all of the MNRF's natural heritage information and some layers may be incomplete.

Users are advised that sensitive information has been removed from the natural areas dataset and the occurrences of species at risk, rare plant communities and wildlife concentration areas has been generalized to a 1-kilometre grid.

The web-based mapping tool displays natural heritage data, including:

- Generalized Species at risk occurrence data (based on a 1-km square grid),
- provincial parks and conservation reserves,
- Areas of Natural and Scientific Interest,
- Wetlands,
- Woodlands, and
- Natural Heritage Information Centre data.

Data cannot be downloaded directly from this web map, however, information included in this application is available digitally through [Land Information Ontario](https://www.ontario.ca/page/land-information-ontario): <https://www.ontario.ca/page/land-information-ontario> (LIO).

2.2 Land Information Ontario (LIO)

Most natural heritage data is publicly available. This data is managed in a large corporate database called the LIO Warehouse and can be discovered through the [LIO Metadata Management Tool](https://www.javacoeapp.lrc.gov.on.ca/geonetwork/srv/en/main.home): <https://www.javacoeapp.lrc.gov.on.ca/geonetwork/srv/en/main.home>. This tool provides descriptive information about the characteristics, quality and context of the data. Publicly available geospatial data can be downloaded directly from this site.

The LIO Metadata Management Tool helps users to find, assess and access GIS data and houses up to 350 data and information products. Geospatial data are available through this tool, including (but not limited to):

- **Aquatic Resource Area (ARA) data classes:** general fisheries spatial data including water body type, thermal regime and fish species
- **Spawning Area (fish)**
- **Nursery Area (fish)**
- **Nesting Site (birds)**
- **Areas of Natural and Scientific Interest (ANSIs)**
- **Wetlands**
- **Wintering Area (deer, moose, etc.)**
- **Fire (Potential Hazardous Forest Types for Wildland Fire)**

[Appendix A](#) links MNR's authoritative, relevant data sets to the location in the LIO Database where the data can be downloaded.

Note that while most data is publicly available, some data may be considered highly sensitive (i.e., Nursery Areas for fish, species at risk observations), and as such, restrictions are in place limiting access to this information.

2.3 Species at Risk

For detailed information on species at risk, please visit [Make a Natural Heritage Areas Map](#) or contact the Ministry of Environment, Conservation and Parks at SAROntario@ontario.ca.

2.4 Public Agencies

Ministries, Municipalities and Conservation Authorities may have proposed infrastructure work that requires screening. In these instances, these broader public sector organizations should contact the appropriate Ministry Office to explore more efficient ways to access information and make decisions. This could include entering into data sharing agreements. Please note that many public agencies already have ongoing data sharing agreements in place with LIO and the Natural Heritage Information Centre (NHIC).

2.5 For Additional Information

For information pertaining to corporate data, contact LIO for support by email at lio@ontario.ca or by telephone at 705-755-1878.

For further information pertaining to the NHIC, including data sharing agreements, please email NHICrequests@ontario.ca or call 705-755-2159.

There may be circumstances where a local Government of Ontario office should be consulted for additional information and/or technical advice. For instance, projects proposed on Crown Land should be discussed early in the project planning process with local MNRF District staff.

A listing of District offices can be found on this web page <https://www.ontario.ca/page/ministry-natural-resources-and-forestry-regional-and-district-offices>

Appendix A: Natural Heritage Mapping Resources

The table below provides users links to maps and GIS data depicting natural heritage. This list is intended to help guide a natural heritage screening exercise. Click in the *Information Source* column for hyperlinks.

Information Source	Theme	Instructions for using this information
Wetland	Significant Wetlands	Use field "WETLAND_SIGNIFICANCE = Evaluated-Provincial" for provincially significant wetlands.
	Coastal Wetlands	Use field "COASTAL_IND=Yes" for Coastal Wetlands
	Fish & Wildlife, Wetlands	Support evaluation and identification of habitat and wetlands. Please consult user guide for details. Consult the User Guide for more information.
Make a Natural Heritage Areas Map	Endangered and Threatened Species	Turn on the NHIC 1 km Grid square and use the Find... tool to query for species intersecting the grid. Consult the User guide for more information.
	Fish & Wildlife Habitat	Turn on the NHIC 1 km Grid square and use the Find... tool to query for species intersecting the grid. Consult the User guide for more information.
Provincially Tracked Species 1KM Grid	Endangered and Threatened Species	Use field "SARO_STAUS= 'Endangered' or SARO_STATUS='Threatened'" for Endangered and Threatened species.
Wintering Area	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Aquatic Feeding Area	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Breeding Area	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Calving Fawning Site	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.

Information Source	Theme	Instructions for using this information
Den Site	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Feeding Area, Wildlife	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Habitat Planning Range	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Mineral Lick	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Nesting Site	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Nursery Area, Wildlife	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Resting Area	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Staging Area, Wildlife	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Travel Corridor, Wildlife	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
ANSI	Significant Areas of Natural and Scientific Interest	Use the field "ANSI_SIGNIFICANCE = Provincial" if you need to view only Provincially Significant ANSI. Consult the User Guide for more information.
Wooded Area	Woodlands	Supports evaluation and identification of significant woodlands and wildlife habitat
ARA Line Segment	Fish Species and Habitat	Supports evaluation and identification of fish habitat by indicating fish species present in the water feature. Consult the User Guide for more information.

Information Source	Theme	Instructions for using this information
ARA Polygon Segment	Fish Species and Habitat	Supports evaluation and identification of fish habitat by indicating fish species present in the water feature. Consult the User Guide for more information.
	At Capacity Lake Trout Lakes	Use field" AT_DEVELOPMENT_CAPACITY_IND = Yes" for designated at capacity lakes
Aquatic Resource Area (ARA) Survey Point	Fish Species	Supports evaluation and identification of fish habitat by indicating fish species present at that location. Consult the User Guide for more information.
Spawning Area	Fish Habitat	Supports evaluation and identification of fish habitat
Nursery Area, Fish	Fish Habitat	Supports evaluation and identification of fish habitat
Staging Area, Fish	Fish Habitat	Supports evaluation and identification of fish habitat
Feeding Area, Fish	Fish Habitat	Supports evaluation and identification of fish habitat
Travel Corridor Fish	Fish Habitat	Supports evaluation and identification of fish habitat
Ecoregion	Ecoregions	Used to determine what ecoregion covers your area
Natural heritage System Area	Natural Heritage System	Identifies Natural Heritage System Areas within the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan, the Niagara Escarpment Plan and the Growth Plan for the Greater Golden Horseshoe. Consult this guide for more information.
Breeding Bird Atlas	Wildlife Habitat	Provides additional information on the location of Breeding Birds
eBird	Wildlife Habitat	Provides additional information on bird sightings

Information Source	Theme	Instructions for using this information
Ontario Reptile and Amphibian Atlas	Wildlife Habitat	Provides additional information on Reptile and Amphibian sightings
iNaturalist	Fish & Wildlife Habitat	Provides additional information on fish & wildlife sightings

Appendix B: Natural Heritage Information Resources

The table below provides users links to Natural Heritage policies and documentation that should be referenced when conducting a natural heritage screening exercise. Click in the *Information Source* column for hyperlinks

Information Source	Theme	Description
https://www.ontario.ca/document/water-work-timing-window-guidelines	Water Work Timing windows	An information source that can be used to determine in-water work timing windows
Inland Lakes designated for Lake Trout management	Fish Habitat	A list of lakes in Ontario that are managed as Lake Trout lakes
Significant wildlife habitat guide	Wildlife Habitat	Provides detailed information on the identification, description and prioritization of significant wildlife habitat.
Significant wildlife habitat ecoregional criteria schedules: Ecoregion 6E	Wildlife Habitat	Provides detailed information on the description, criteria, information sources and assessment methods for significant wildlife habitat in Ecoregion 6E
Significant wildlife habitat ecoregional criteria schedules: Ecoregion 7E	Wildlife Habitat	Provides detailed information on the description, criteria, information sources and assessment methods for significant wildlife habitat in Ecoregion 7E
Significant wildlife habitat ecoregional criteria schedules: Ecoregion 5E	Wildlife Habitat	Provides detailed information on the description, criteria, information sources and assessment methods for significant wildlife habitat in Ecoregion 5E
Significant wildlife habitat ecoregional criteria schedules: Ecoregion 3E	Wildlife Habitat	Provides detailed information on the description, criteria, information sources and assessment methods for significant wildlife habitat in Ecoregion 3E
Significant wildlife habitat ecoregional criteria schedules: Ecoregion 3W	Wildlife Habitat	Provides detailed information on the description, criteria, information sources and assessment methods for significant wildlife habitat in Ecoregion 3E
Significant wildlife habitat ecoregional criteria schedules: Ecoregion 4E	Wildlife Habitat	Provides detailed information on the description, criteria, information sources and assessment methods for significant wildlife habitat in Ecoregion 3E
Significant wildlife habitat mitigation support tool	Wildlife Habitat	Provides advice and recommendations on how to mitigate wildlife habitat during a development process
Natural heritage reference manual	Natural Heritage	Provides guidance for implementing the natural heritage policies of the Provincial policy Statement

Appendix C: Other information Sources

The table below provides users links to other data and resources that could be relevant when screening for development. Click in the *Information Source* column for hyperlinks

Information Source	Theme
Crown Land Use Policy Atlas	Crown Land
Make a Topographic Map	Base Data Mapping
Pits and Quarries	Aggregates
Aggregate resources policies and procedures	Aggregates
Aggregate resources study	Aggregates
Exploring for and extracting oil, natural gas and salt resources	Oil, Gas and Salt Resources
Petroleum wells	Oil, Gas and Salt Resources
Great Lakes – St. Lawrence River System and Large inland lakes: Technical Guides for flooding, erosion and dynamic beaches in support of natural hazards policies 3.1 of the provincial policy statement	Hazards
Adaptive Management of Stream Corridors in Ontario including Natural Hazards Technical Guides	Hazards
The Wildland Fire Risk Assessment and Mitigation Reference Manual	Hazards

Information Source	Theme
Public Lands Act	Crown Land
Crown land work permits	Crown Land
Aggregate resources	Aggregates
Lakes and Rivers Improvement Act	Crown Land
Licence to collect fish for scientific or education purposes	Fish
https://www.ontario.ca/search/data-catalogue	Base Data mapping
Fire - Potential Hazardous Forest Types for Wildland Fire	Hazards
MNR Region	Base Data mapping
MNR District	Base Data mapping
GeoBase	Base Data mapping
Mining Lands Administration System (MLAS) – Map Viewer	Mines
Geoconnections	Base Data mapping

Information Source	Theme
Ministry of Northern Development and Mines Mapping and link to Geology Ontario databases	Mines
Ministry of Environment, Conservation and Parks Data	Environment
National Air Photo Library	Aerial photos
Archives Ontario Aerial Photography	Aerial photos
GEOGratis	Base Data mapping
County Soils Maps	Base Data mapping
Forest Fire Info Map	Hazards
Agricultural Information Atlas	Agriculture
Crown Land Automated Internet Mapping System	Mines
COSINE	Base Data mapping
GEONAME	Base Data mapping
Government-wide data inventory	Base Data mapping

Jack Turner - GM BluePlan

From: Jack Turner - GM BluePlan
Sent: Monday, March 16, 2020 2:25 PM
To: Jack Turner - GM BluePlan
Subject: RE: Notice of Study Commencement - Three Grand River Crossings, City of Brantford - Municipal Class Environmental Assessment (GMBP# 119104)

Email to File:

1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at www.tbs-sct.gc.ca/dfpr-rbif/; **and**
There is the federal property National Defense Building at the corner of Brant/Colborne; however the study doesn't directly "interact" with the property.
 2. Will require approval and/or authorization under any Acts administered by Transport Canada* available at <http://www.tc.gc.ca/eng/acts-regulations/menu.htm>.
See below. Will not require approval and/or authorization under Acts administered by Transport Canada (only if a new bridge is built).
- **Canadian Navigable Waters Act (CNWA)** – the Act applies primarily to works constructed or placed in, on, over, under, through, or across navigable waters set out under the Act. The Navigation Protection Program administers the CNWA through the review and authorization of works affecting navigable waters. Information about the Program, CNWA and approval process is available at: <http://www.tc.gc.ca/eng/programs-621.html>. Enquiries can be directed to NPPONT-PPNONT@tc.gc.ca or by calling (519) 383-1863.
The Grand River, from the dam at Brantford to Lake Erie is scheduled as a navigable waterway. Only if a new bridge was built (considered major work), would an application and approval be required. All other work would be considered "minor" and not require an application through the Act.

Jack Turner, P.Eng.
Project Manager, Partner

GM BluePlan Engineering Limited
650 Woodlawn Road West, Block C, Unit 2 | Guelph ON N1K 1B8
t: 519.824.8150 ext. 1237 | c: 226.755.0292
jack.turner@gmblueplan.ca | www.gmblueplan.ca



From: EnviroOnt <EnviroOnt@tc.gc.ca>
Sent: Tuesday, March 10, 2020 9:47 AM
To: Jack Turner - GM BluePlan <Jack.Turner@gmblueplan.ca>
Cc: andersonsh@brantford.ca
Subject: Re: Notice of Study Commencement - Three Grand River Crossings, City of Brantford - Municipal Class Environmental Assessment (GMBP# 119104)

Greetings,

Thank you for your correspondence.

Please note Transport Canada **does not** require receipt of all individual or Class EA related notifications. We are requesting project proponents to self-assess if their project:

1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at www.tbs-sct.gc.ca/dfrp-rbif/; **and**
2. Will require approval and/or authorization under any Acts administered by Transport Canada* available at <http://www.tc.gc.ca/eng/acts-regulations/menu.htm>.

Projects that will occur on federal property prior to exercising a power, performing a function or duty in relation to that project, will be subject to a determination of the likelihood of significant adverse environmental effects, per Section 82 of the *Impact Assessment Act, 2019*.

If the aforementioned does not apply, the Environmental Assessment program should not be included in any further correspondence and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded *electronically* to: EnviroOnt@tc.gc.ca with a **brief description of Transport Canada's expected role**.

*Below is a summary of the most common Acts that have applied to projects in an Environmental Assessment context:

- **Canadian Navigable Waters Act (CNWA)** – the Act applies primarily to works constructed or placed in, on, over, under, through, or across navigable waters set out under the Act. The Navigation Protection Program administers the CNWA through the review and authorization of works affecting navigable waters. Information about the Program, CNWA and approval process is available at: <http://www.tc.gc.ca/eng/programs-621.html>. Enquiries can be directed to NPPONT-PPNONT@tc.gc.ca or by calling (519) 383-1863.
- **Railway Safety Act (RSA)** – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: <https://www.tc.gc.ca/eng/railsafety/menu.htm>. Enquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 998-2985.
- **Transportation of Dangerous Goods Act (TDGA)** – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: <https://www.tc.gc.ca/eng/tdg/safety-menu.htm>. Enquiries can be directed to TDG-TMDOntario@tc.gc.ca or by calling (416) 973-1868.
- **Aeronautics Act** – Transport Canada has sole jurisdiction over aeronautics, which includes aerodromes and all related buildings or services used for aviation purposes. Aviation safety in Canada is regulated under this Act and the Canadian Aviation Regulations (CARs). Elevated Structures, such as wind turbines and communication towers, would be examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. The *Land Use In The Vicinity of Aerodromes* publication recommends guidelines for and uses in the vicinity of aerodromes, available at: <https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm>. Enquires can be directed to at tc.aviationservicesont-servicesaviationont.tc@tc.gc.ca or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

Environmental Assessment Program, Ontario Region

Transport Canada / Government of Canada / 4900 Yonge St., Toronto, ON M2N 6A5

EnviroOnt@tc.gc.ca / Facsimile : (416) 952-0514 / TTY: 1-888-675-6863

Programme d'évaluation environnementale, Région de l'Ontario

Transports Canada / Gouvernement du Canada / 4900, rue Yonge, Toronto, ON, M2N 6A5

EnviroOnt@tc.gc.ca / télécopieur: (416) 952-0514

From: Jack Turner - GM BluePlan [<mailto:Jack.Turner@gmblueplan.ca>]

Sent: Thursday, March 05, 2020 3:00 PM

To: Jack Turner - GM BluePlan <Jack.Turner@gmblueplan.ca>

Cc: Sharon E. Anderson (andersonsh@brantford.ca) <andersonsh@brantford.ca>

Subject: Notice of Study Commencement - Three Grand River Crossings, City of Brantford - Municipal Class Environmental Assessment (GMBP# 119104)

All,

Please find attached the Notice of Study Commencement for a Schedule B Municipal Class Environmental Assessment for Three Grand River Crossings, within the City of Brantford.

If you have any questions, please do not hesitate to contact us.

Regards,

Jack Turner, P.Eng.

Project Manager, Partner

GM BluePlan Engineering Limited

650 Woodlawn Road West, Block C, Unit 2 | Guelph ON N1K 1B8

t: 519.824.8150 ext. 1237 | c: 226.755.0292

jack.turner@gmblueplan.ca | www.gmblueplan.ca



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Simon Green - GM BluePlan

From: Jack Turner - GM BluePlan
Sent: Monday, March 09, 2020 12:43 PM
To: Dan Mozzoni
Cc: Simon Green - GM BluePlan; Sharon E. Anderson (andersonsh@brantford.ca)
Subject: RE: Notice of Study Commencement - Three Grand River Crossings, City of Brantford - Municipal Class Environmental Assessment (GMBP# 119104)

Hi Dan,

Thank you for letting us know. We will also conduct a more thorough utility inventory during the process and may have additional questions at that time.

Regards,

Jack Turner, P.Eng.
Project Manager, Partner

GM BluePlan Engineering Limited
650 Woodlawn Road West, Block C, Unit 2 | Guelph ON N1K 1B8
t: 519.824.8150 ext. 1237 | c: 226.755.0292
jack.turner@gmblueplan.ca | www.gmblueplan.ca



From: Dan Mozzoni <Dan.Mozzoni@rci.rogers.com>
Sent: Saturday, March 07, 2020 12:33 PM
To: Jack Turner - GM BluePlan <Jack.Turner@gmblueplan.ca>
Subject: RE: Notice of Study Commencement - Three Grand River Crossings, City of Brantford - Municipal Class Environmental Assessment (GMBP# 119104)

Hi Jack,

Rogers has fiber infrastructure only on the Brant's Crossing Bridge. We may be attached within the bridge or buried under the Grand River (highly unlikely).

Thanks,
Dan

From: Jack Turner - GM BluePlan [<mailto:Jack.Turner@gmblueplan.ca>]
Sent: Thursday, March 05, 2020 3:00 PM
To: Jack Turner - GM BluePlan <Jack.Turner@gmblueplan.ca>
Cc: Sharon E. Anderson (andersonsh@brantford.ca) <andersonsh@brantford.ca>
Subject: Notice of Study Commencement - Three Grand River Crossings, City of Brantford - Municipal Class Environmental Assessment (GMBP# 119104)

All,

Please find attached the Notice of Study Commencement for a Schedule B Municipal Class Environmental Assessment for Three Grand River Crossings, within the City of Brantford.

If you have any questions, please do not hesitate to contact us.

Regards,

Jack Turner, P.Eng.
Project Manager, Partner

GM BluePlan Engineering Limited

650 Woodlawn Road West, Block C, Unit 2 | Guelph ON N1K 1B8
t: 519.824.8150 ext. 1237 | c: 226.755.0292
jack.turner@gmblueplan.ca | www.gmblueplan.ca



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Ce message est confidentiel. Notre transmission et réception de courriels se fait strictement suivant les modalités énoncées dans l'avis publié à www.rogers.com/aviscourriel

Indigenous Nation	Correspondence		
Six Nations of the Grand River (SNGR)	March 3, 2020: Email and mail	Initiation: Sharon Anderson, City of Brantford	Receiving: Mark Hill Fran Henry Lonny Bomberry Weylin Bomberry
	Email sent: - Notice of Study Commencement issued		
Mississaugas of the Credit First Nation (MCFN)	March 3, 2020: Email and mail	Initiation: Sharon Anderson, City of Brantford	Receiving: Fawn Sault Megan DeVries R. Stacey LaForme
	Email sent: - Notice of Study Commencement issued		
SNGR	March 4, 2020: Email	Initiation: Candace Lee Lickers	Receiving: Sharon Anderson
	- Add to contact list		
MCFN	April 9, 2020: Email	Initiation: Sharon Anderson	Receiving: R. Stacey LaForme Fawn Sault
	- Letter regarding the investigations that are being completed		
SNGR	April 9, 2020: Email	Initiation: Sharon Anderson	Receiving: Mark Hill Fran Henry Lonny Bomberry Weylin Bomberry Candace Lee Lickers
	- Letter regarding the investigations that are being completed		
MCFN	May 20, 2020: Email	Initiation: Sharon Anderson	Receiving: R. Stacey LaForme Fawn Sault
	- Notice of Public Information Centre		
MCFN	May 20, 2020: Email	Initiation: Fawn Sault	Receiving: Sharon Anderson
	- Automatic reply noting current COVID-19 operating conditions		

Indigenous Nation	Correspondence		
SNGR	May 20, 2020: Email	Initiation: Sharon Anderson	Receiving: Mark Hill Fran Henry Lonny Bomberry Weylin Bomberry Candace Lee Lickers
	- Notice of Public Information Centre		
MCFN	May 26, 2020: Email	Initiation: Fawn Sault	Receiving: Sharon Anderson
	- Request for archaeological and natural heritage studies		
MCFN	October 9, 2020: Email	Initiation: Gagan Batra, City of Brantford	Receiving: Fawn Sault
	- Introduction of new City of Brantford Project Manager		
SNGR	November 16-19, 2020: Email	Initiation: Gagan Batra	Receiving: Robin Linn
	- Introduction of new City of Brantford Project Manager and setup of team meeting		
SNGR	November 25, 2020: Virtual Meeting	Initiation: Gagan Batra	Receiving: Robbin Vanstone Lonny Bomberry Phil Monture Jen Mt.Pleasant Tanya Hill-Montour Dawn Russell
	- Meeting to provide overview of project		
MCFN	November 27-30, 2020: Email	Initiation: Gagan Batra	Receiving: Fawn Sault
	- Asked if MCFN were interested in a meeting with the Project Team to review the project		

Indigenous Nation	Correspondence		
SNGR	January 12, 2021: Virtual Meeting	Initiation: Gagan Batra	Receiving: Robbin Vanstone Lonny Bomberry Phil Monture Jen Mt.Pleasant Tanya Hill-Montour Dawn Russell
	- Meeting minutes from meeting on November 25, 2020		
MCFN	February 17, 2021: Email	Initiation: Gagan Batra	Receiving: Fawn Sault
	- Project update and asked if MCFN were interested in a meeting with the Project Team to review the project		
SNGR	March 3, 2021: Virtual Meeting	Initiation: Gagan Batra	Receiving: Robbin Vanstone Lonny Bomberry Phil Monture Jen Mt.Pleasant Tanya Hill-Montour Dawn Russell
	- Meeting to discuss materials to be presented in Public Information Centre #2		
MCFN	March 17, 2021: Email	Initiation: Gagan Batra	Receiving: Fawn Sault
	- Notice of Public Information Centre #2		
SNGR	March 17, 2021: Email	Initiation: Gagan Batra	Receiving: Mark Hill Robbin Vanstone Lonny Bomberry Phil Monture Jen Mt.Pleasant Tanya Hill-Montour Dawn Russell
	- Notice of Public Information Centre #2		

Indigenous Nation	Correspondence		
SNGR	March 19, 2021: Email	Initiation: Gagan Batra	Receiving: Mark Hill Robbin Vanstone Lonny Bomberly Phil Monture Jen Mt.Pleasant Tanya Hill-Montour Dawn Russell
	- Meeting Minutes from virtual meeting on March 3, 2022		
SNGR	May 7, 2021: Email	Initiation: Gagan Batra	Receiving: Mark Hill Robbin Vanstone Lonny Bomberly Phil Monture Jen Mt.Pleasant Tanya Hill-Montour Dawn Russell
	- Circulation of Archaeological Report		
MCFN	May 7, 2021: Email	Initiation: Gagan Batra	Receiving: Fawn Sault
	- Circulation of Archaeological Report		
SNGR	May 21, 2021: Email	Initiation: Gagan Batra	Receiving: Mark Hill Robbin Vanstone Lonny Bomberly Phil Monture Jen Mt.Pleasant Tanya Hill-Montour Dawn Russell
	- Project update including the preferred alternative		
MCFN	May 28, 2021: Email	Initiation: Gagan Batra	Receiving: Fawn Sault
	- Project update including the preferred alternative		

Indigenous Nation	Correspondence		
SNGR	July 26, 2021: Email	Initiation: Gagan Batra	Receiving: Mark Hill Robbin Vanstone Lonny Bomberry Phil Monture Jen Mt.Pleasant Tanya Hill-Montour Dawn Russell
	- Project update including notification of City Council approval of preferred alternatives and next steps in EA, including Public Information Centre #3		
MCFN	July 26, 2021: Email	Initiation: Gagan Batra	Receiving: Fawn Sault
	- Project update, including notification of City Council approval of preferred alternatives and next steps in EA, such as Public Information Centre #3		
SNGR	October 4, 2021: Email	Initiation: Gagan Batra	Receiving: Mark Hill Robbin Vanstone Lonny Bomberry Phil Monture Jen Mt.Pleasant Tanya Hill-Montour Dawn Russell
	- Project update, including the date of Public Information Centre #3		
MCFN	October 4, 2021: Email	Initiation: Gagan Batra	Receiving: Fawn Sault
	- Project update, including the date of Public Information Centre #3		
SNGR	October 7, 2021: Email	Initiation: Gagan Batra	Receiving: Mark Hill Robbin Vanstone Lonny Bomberry Phil Monture Jen Mt.Pleasant Tanya Hill-Montour Dawn Russell
	- Notice of Public Information Centre #3		
MCFN	October 7, 2021: Email	Initiation: Gagan Batra	Receiving: Fawn Sault
	- Notice of Public Information Centre #3		

Indigenous Nation	Correspondence		
SNGR	October 8, 2021: Virtual Meeting	Initiation: Gagan Batra	Receiving: Mark Hill Robbin Vanstone Lonny Bomberly Phil Monture Jen Mt.Pleasant Tanya Hill-Montour Dawn Russell
	- Meeting to review material to be presented in Public Information Centre #3		
SNGR	October 27, 2021: Email	Initiation: Gagan Batra	Receiving: Mark Hill Robbin Vanstone Lonny Bomberly Phil Monture Jen Mt.Pleasant Tanya Hill-Montour Dawn Russell
	- Circulation of Meeting Minutes from meeting on October 8, 2021		
SNGR	October 27, 2021: Email	Initiation: Gagan Batra	Receiving: Mark Hill Robbin Vanstone Lonny Bomberly Phil Monture Jen Mt.Pleasant Tanya Hill-Montour Dawn Russell
	- Project update, including the timeline for concluding the project		
SNGR	May 19, 2022: Email	Initiation: Gagan Batra	Receiving: Mark Hill Robbin Vanstone Lonny Bomberly Phil Monture Jen Mt.Pleasant Tanya Hill-Montour Dawn Russell
	- Notice of Study Completion		

Indigenous Nation	Correspondence		
MCFN	May 19, 2022: Email	Initiation: Gagan Batra	Receiving: Fawn Sault
	- Notice of Study Completion		



**CITY OF BRANTFORD
RFP 2019-82
THREE GRAND RIVER CROSSINGS EA
SIX NATIONS OF THE GRAND RIVER MEETING #1**

OUR FILE: 119104

MEETING NOTES

DATE: Wednesday, November 25, 2020, 1:30pm

LOCATION: Virtual Online Meeting (GoToMeeting)

ATTENDEES:	Gagan Batra	City of Brantford (City)
	Robbin Vanstone	Six Nations of the Grand River
	Lonny Bomberry	Six Nations of the Grand River
	Phil Monture	Six Nations of the Grand River
	Jen Mt.Pleasant	Six Nations of the Grand River
	Tanya Hill-Montour	Six Nations of the Grand River
	Dawn Russell	Six Nations of the Grand River
	Jack Turner	GM BluePlan Engineering (GMBP)
	Dania Chehab	GM BluePlan Engineering
	Simon Green	GM BluePlan Engineering

ACTION BY:

1) INTRODUCTIONS

Primary Project Contacts:

- City of Brantford
 - Gagan Batra (Project Manager)
 - P: 519.759.4150 ext. 5426, E: gbatra@brantford.ca
- GM BluePlan Engineering Limited
 - Jack Turner (Project Manager)
 - P: 519.824.8150 ext. 1237, E: jack.turner@gmblueplan.ca
 - Simon Green (Project Coordinator)
 - P: 519.824.8150 ext. 1216, E: simon.green@gmblueplan.ca

ACTION BY:

2) REVIEW OF PIC #1

- Jack reviewed the slideshow that was included as part of Public Information Centre (PIC) #1 which occurred online from May to July 2020. Materials from PIC #1 can be reviewed on the City's project website, linked below:

<http://www.brantford.ca/ThreeGrandRiverCrossings>

- Jack noted that PIC #2 will likely be scheduled sometime from January to March 2021, with the study being completed by spring 2021.

3) DISCUSSION

Throughout the meeting attendees were asked for any questions, comments or feedback they may have. The following provides a summary of the discussions that occurred throughout the meeting:

- Robbin Vanstone
 - Robbin questioned when the 30 tonne winter load limit on Lorne Bridge was applied and how it was enforced. Simon noted that the winter load limit is signed as being in effect from November 1 to March 31. Gagan noted she will review with the City regarding the enforcement. City
 - Robbin asked whether there was a possibility that both pedestrian bridge (Brant's Crossing Bridge and TH&B Crossing Bridge) would be closed. Jack noted that the "closure" alternative is being considered as part of the evaluation; however, based on the project teams current understanding, the possibility of both pedestrian bridges being closed is low.
 - Robbin inquired on the status of the various background reports being completed. Gagan confirmed that many of the background reports are complete in draft form and are undergoing internal review. Following the internal review, Gagan will send the reports to the Six Nations for their information. City
- Phil Monture
 - Phil asked whether raising the pedestrian bridges would be required due to flooding concerns. Jack noted that future flooding and ice jam events in the study area are a key consideration of this study and a hydraulic impact assessment is being completed to address evaluate this concern. Based on the results of the hydraulic impact assessment, the project team will review the need to raise the pedestrian bridges to mitigate risk of future flooding and ice jam events.
 - Phil inquired what utility infrastructure was part of Lorne Bridge. Jack noted that impacts to utility infrastructure will be considered during the evaluation of the alternative solutions. GMBP to review. GMBP



ACTION BY:

- Tanya Hill-Montour
 - Tanya asked for clarification on the consultant who completed the Archaeological Assessment and what “field work” had been completed. Jack clarified that Golder and Associates (Golder) is completing the Stage 1 Archaeological Assessment and a Stage 1 Property Assessment has been completed.
- Jen Mt.Pleasant
 - Jen noted that tufa mounds were located in the study area of the Oak Park Road Extension EA. Jen inquired whether tufa mounds were present in the study area for the Three Grand River Crossings EA and what mitigation measures would be considered, if present. GMBP to review with Golder and advise.

GMBP

4) NEXT MEETING

To be determined (upon the Six Nations review of background reports)

These meeting notes have been prepared by the undersigned. If there are any errors or omissions in these meeting notes, please contact the author as soon as possible.

GM BLUEPLAN ENGINEERING LIMITED

Per:

Simon Green, EIT
Project Coordinator



CITY OF BRANTFORD
RFP 2019-82
THREE GRAND RIVER CROSSINGS EA
SIX NATIONS OF THE GRAND RIVER MEETING #2

OUR FILE: 119104

MEETING NOTES

DATE: Wednesday, March 3, 2021, 2:00pm

LOCATION: Virtual Online Meeting

ATTENDEES:	Gagan Batra	City of Brantford (City)
	Robbin Vanstone	Six Nations of the Grand River
	Lonny Bomberry	Six Nations of the Grand River
	Phil Monture	Six Nations of the Grand River
	Jen Mt.Pleasant	Six Nations of the Grand River
	Tanya Hill-Montour	Six Nations of the Grand River
	Dawn Russell	Six Nations of the Grand River
	Jack Turner	GM BluePlan Engineering (GMBP)
	Dania Chehab	GM BluePlan Engineering
	Simon Green	GM BluePlan Engineering

ACTION BY:

1) INTRODUCTIONS

Primary Project Contacts:

- City of Brantford
 - Gagan Batra (Project Manager)
 - P: 519.759.4150 ext. 5426, E: gbatra@brantford.ca
- GM BluePlan Engineering Limited
 - Jack Turner (Project Manager)
 - P: 519.824.8150 ext. 1237, E: jack.turner@gmblueplan.ca

2) REVIEW OF SCHEDULE FOR PIC #2

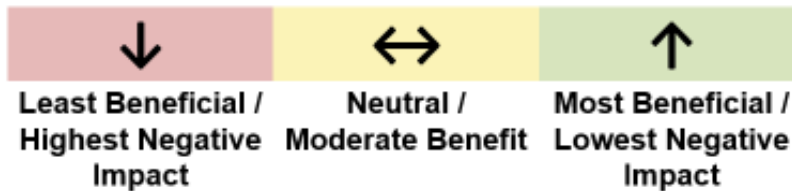
- March 18, 2021 – Notice of PIC
- March 18, 2021 – PIC Presentation posted to project webpage
- April 1, 2021 – Live PIC Presentation (online)
- April 1 – April 15, 2021 – Public Comment Period
- April 22, 2021 – FAQ Document posted

ACTION BY:

3) DISCUSSION

Throughout the meeting attendees were asked for any questions, comments or feedback they may have. The following provides a summary of the discussions that occurred throughout the meeting:

- **Impacts of Ice Jam and Flooding Events within the Study Area**
 - Phil inquired whether the prevention of flooding and ice jams would be included as part of this study. Jack commented that, aside from impacts from the three bridges, flood prevention is beyond the scope of this study. The Project Team is aware that a separate study addressing this topic is currently being completed by the GRCA.
 - Jen asked how climate change may impact future major ice jams in the Grand River? Jack noted that the impacts of climate change will be considered in the study; however, GMBP will need to review this topic with the consultant completing the hydraulic assessment (Ecosystem Recovery Inc.) on how climate change is considered in their hydraulic modelling.
- **Evaluation Tables**
 - There were questions regarding the legend used in the evaluation. It was agreed that the wording shown on the slide (least preferred and most preferred) was misleading. Refer to the updated legend below which was updated following the meeting:



- Tanya asked to what extent public comments are considered and affect the outcome of the Environmental Assessment. Dania noted that all comments received are reviewed and a response given where applicable. Public comments can identify issues of importance to the public in relation to the project, influence the identification and assessment of adverse environmental effects, and the development of mitigation measures. Jack provided an example that public feedback from PIC #1 indicated that Brant’s Crossing Bridge was the preferred over TH&B Crossing Bridge.
- For the “Construct New Crossing” alternative, a question was asked if the location of the new crossing had been identified. Jack commented that the crossing was considered to be located somewhere between Brant’s Crossing Bridge and TH&B Crossing Bridge; however, an exact location was not determined. The location for the new crossing would have been evaluated had the alternative been shortlisted as an alternative.

ACTION BY:

- **Active Transportation and Connectivity Considerations**
 - Phil asked how removing one of the crossings would affect connectivity, specifically regarding the connection from West Brant to Downtown. Jack noted that Brantford's Active Transportation Planning department indicated that the more crossings over the Grand River the better. It was also noted that Brant's Crossing Bridge is the more desired crossing location as it is a more direct link from West Brant to Downtown.
 - A question was asked on whether Brant's Crossing Bridge and TH&B Crossing Bridge are wide enough to convey pedestrians and cyclists. Jack noted that the TH&B Crossing Bridge has a wide enough platform to accommodate both pedestrians and cyclists. The platform at Brant's Crossing Bridge is narrower and there is a sign posted at the approaches informing cyclists to dismount while on the bridge.
- **Archaeological Assessment**
 - Tanya noted that Six Nations would like to have a representative on site for any Stage 2 Archeological Assessments.

These meeting notes have been prepared by the undersigned. If there are any errors or omissions in these meeting notes, please contact the author as soon as possible.

GM BLUEPLAN ENGINEERING LIMITED

Per:



Simon Green, EIT
Project Coordinator



**CITY OF BRANTFORD
RFP 2019-82
THREE GRAND RIVER CROSSINGS EA
SIX NATIONS OF THE GRAND RIVER MEETING #3**

OUR FILE: 119104

MEETING MINUTES

DATE: Friday, October 8, 2021, 2:00pm

LOCATION: Virtual Online Meeting

ATTENDEES:	Gagan Batra	City of Brantford (City)
	Jack Turner	GM BluePlan Engineering (GMBP)
	Dania Chehab	GM BluePlan Engineering
	Simon Green	GM BluePlan Engineering
	Robin Vanstone	Six Nations of the Grand River
	Lonny Bomberry (LB)	Six Nations of the Grand River
	Taylor Hill	Six Nations of the Grand River
	Anthony McLean (AM)	Six Nations of the Grand River
	Bethany Kuntz-Wakefield (BKW)	Six Nations of the Grand River

ACTION BY:

1) INTRODUCTIONS

Primary Project Contacts:

- City of Brantford
 - Gagan Batra (Project Manager)
 - P: 519.759.4150 ext. 5426, E: gbatra@brantford.ca
- GM BluePlan Engineering Limited
 - Jack Turner (Project Manager)
 - P: 519.824.8150 ext. 1237, E: jack.turner@gmblueplan.ca

2) REVIEW OF SCHEDULE FOR PIC #3

- October 7, 2021 – Notice of PIC
- October 14, 2021 – PIC Presentation posted to project webpage
- October 21, 2021 – Live PIC Presentation (online)
- October 21 – November 4, 2021 – Public Comment Period
- November 11, 2021 – FAQ Document posted

ACTION BY:**3) DISCUSSION**

- Jack Turner presented draft PIC slides. The draft presentation slides have been attached to these meeting notes for review and comment. An updated version of the slides, revised based on feedback received during the meeting, is also attached to these meeting notes.

Attendees were asked to provide comments or questions they have on the draft PIC slides. The following provides a summary of the feedback received from attendees:

- **Prior Consultation**
 - BKW asked whether the Six Nations of the Grand River (Six Nations) had previously been consulted for this project. GB noted that the project team has have meetings with the Six Nations prior to the first and second Public Information Centres.
- **Raising of Brant's Crossing Bridge**
 - LB asked how much higher the new bridge deck would be following the raising of the bridge. JT noted that since the new superstructure will be less deep than the existing railway bridge, the underside of the new superstructure will be at a higher elevation, while the elevation of the existing deck will remain the same.
- **Incorporation of a Lookout at Brant's Crossing Bridge**
 - AM noted that fisherman would likely prefer to have the lookout on the downstream side of the bridge.
- **Raising Deck at TH&B Crossing Bridge**
 - AM noted that he was in agreement that raising the deck at TH&B Crossing Bridge is likely not worth the investment.
- **Winter Maintenance of Bridge Decks**
 - AM noted that the bridge decks should not be salted in an effort to prevent deleterious materials from entering the watercourse.
- **Review of Background Reports**
 - BKW noted that the background reports provided to the Six Nations as part of this MCEA are in the process of being reviewed.

These meeting minutes have been prepared by the undersigned. If there are any errors or omissions in these meeting minutes, please contact the author as soon as possible.

GM BLUEPLAN ENGINEERING LIMITED

Per:



Simon Green, EIT

From: Sharon E. Anderson
To: [Sharon E. Anderson](mailto:Sharon.E.Anderson@brantford.ca)
Bcc: "stacey.laforme@mncfn.ca"; "fawn.sault@mncfn.ca"; "megan.devries@mncfn.ca"; "markhill@sixnations.ca"; "franhenry@sixnations.ca"; "lonnybomberry@sixnations.ca"
Subject: Brantford - Three Grand River Crossings
Date: Tuesday, March 3, 2020 1:19:00 PM
Attachments: [2020_03_03 Notice of Commencement - Three Grand River Crossings.pdf](#)

Good Morning,

Please find attached a copy of the City of Brantford's Notice of Commencement for the Three Grand River Crossings Municipal Class Environmental Assessment. A hardcopy version of the attached is being circulated in addition to this email.

Please be advised that a copy of the attached notice should be published in Civic News, Two Row Times and Turtle Island News this week.

Any questions or concerns, please contact myself or the consultant, contact information is as per the attached notice.

Regards
Sharon

Sharon Anderson, P.Eng.
Asset Management Specialist

City of Brantford – Public Works Commission
100 Wellington Square, Brantford ON N3T 2M2
p: 519.759.4150 ext. 5412 | www.brantford.ca

From: [Candace Lickers](#)
To: [Sharon E. Anderson](#); jack.turner@gmblueplan.ca
Subject: Three Grand River Crossings
Date: Wednesday, March 4, 2020 9:14:41 AM
Attachments: [image002.png](#)
[image003.png](#)
[image005.png](#)
[image006.png](#)

Good morning Sharon and Jack,

I hope this email finds you both well. Please add my contact information to the project mailing list. Also if there are any upcoming meetings wherein Six Nations is invited to join please forward onto me those details. Please let me know if you have any further questions.

Nya:weh (thank you)

Candace Lee Lickers

Communications Officer

Six Nations of the Grand River (SNGR)

Formerly Six Nations Elected Council (snec)

Central Administration

1695 Chiefswood Road, Ohsweken

(519) 445-2205 ext. 3238

clickers@sixnations.ca



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From: Sharon E. Anderson
To: ["stacey.laforme@mncfn.ca"](mailto:stacey.laforme@mncfn.ca)
Cc: ["fawn.sault@mncfn.ca"](mailto:fawn.sault@mncfn.ca); [Russ Loukes](#); [Mike Abraham](#); ["Jack Turner - GM BluePlan"](#)
Subject: Brantford - Three Grand River Crossings - Study Investigations
Date: Thursday, April 9, 2020 9:36:00 AM
Attachments: [2020_04_08 LaForme Three Grand River Crossing Info Update.pdf](#)

Good Morning,

Please find attached a letter outlining the investigations which are being performed to support the completion of the Three Grand River Crossings Municipal Class Environmental Assessment.

Due to the current COVID-19 situation please be advised that a hardcopy version of the attached will not be circulated.

Any questions or concerns, please contact myself or the consultant, as per the contact information in the attached letter.

Regards
Sharon

Sharon Anderson, P.Eng.
Asset Management Specialist

City of Brantford – Public Works Commission
p: 519.759.4150 ext. 5412 | www.brantford.ca

From: Sharon E. Anderson
To: ["markhill@sixnations.ca"](mailto:markhill@sixnations.ca)
Cc: ["Candace Lickers"](mailto:Candace.Lickers@sixnations.ca); ["franhenry@sixnations.ca"](mailto:franhenry@sixnations.ca); ["lonnybomberry@sixnations.ca"](mailto:lonnybomberry@sixnations.ca); ["weylinbomberry@sixnations.ca"](mailto:weylinbomberry@sixnations.ca); Russ Loukes; Mike Abraham; ["Jack Turner - GM BluePlan"](#)
Subject: Brantford - Three Grand River Crossings - Study Investigations
Date: Thursday, April 9, 2020 9:41:00 AM
Attachments: [2020_04_08 Hill Three Grand River Crossings Info Update.pdf](#)

Good Morning,

Please find attached a letter outlining the investigations which are being performed to support the completion of the Three Grand River Crossings Municipal Class Environmental Assessment.

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Any questions or concerns, please contact myself or the consultant, as per the contact information in the attached letter.

Regards
Sharon

Sharon Anderson, P.Eng.

Asset Management Specialist

City of Brantford – Public Works Commission

p: 519.759.4150 ext. 5412 | www.brantford.ca

Sharon Anderson, P.Eng.

Asset Management Specialist

City of Brantford – Public Works Commission

p: 519.759.4150 ext. 5412 | www.brantford.ca

From: Sharon E. Anderson
To: ["stacey.laforme@mncfn.ca"](mailto:stacey.laforme@mncfn.ca)
Cc: ["fawn.sault@mncfn.ca"](mailto:fawn.sault@mncfn.ca); Russ Loukes; Mike Abraham; "Jack Turner - GM BluePlan"
Subject: Brantford - Three Grand River Crossings EA - Notice of Virtual Public Information Centre
Date: Wednesday, May 20, 2020 4:48:00 PM
Attachments: [NoticeofPIC_ChiefLaForme.pdf](#)
[2020_05_20_ThreeGrandRiverCrossingsPICNoticeCombined-FINAL.pdf](#)
[2020_05_20_ThreeGrandRiverCrossingsCommentForm-FINAL.pdf](#)

Good Afternoon Chief LaForme,

Please find attached a letter outlining the Virtual Public Information Centre that the City is holding for the Three Grand River Crossings Schedule 'B' Municipal Class Environmental Assessment, including the Lorne Bridge, Brant's Crossing Bridge and the TH&B Crossing Bridge. Also attached is a copy of the notice which will be appearing in local papers over the coming weeks and a copy of the mail-in comment sheet which will soon be posted on the City's website. For an electronic comment submission form, please go to the City's webpage for this project:

www.brantford.ca/ThreeGrandRiverCrossings

Due to the current COVID-19 situation please be advised that a hardcopy version of the attached will not be circulated.

Any questions or concerns, please contact myself or the consultant as per the attached notice.

Regards,
Sharon

Sharon Anderson, P.Eng.
Asset Management Specialist

City of Brantford – Public Works Commission
p: 519.759.4150 ext. 5412 | www.brantford.ca

From: [Fawn Sault](#)
To: [Sharon E. Anderson](#)
Subject: Automatic reply: Brantford - Three Grand River Crossings EA - Notice of Virtual Public Information Centre
Date: Wednesday, May 20, 2020 4:48:57 PM

CAUTION EXTERNAL EMAIL This email originated from outside of the City of Brantford email system. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you are unsure, please contact the Service Desk at 519-759-4222 ext. 5555

Aanii,

Please be advised that as a proactive approach to reducing the exposure of COVID-19, the MCFN Chief and Council have implemented a temporary shutdown of all non-essential services. At this point, we will potentially reopen on June 1st, 2020 at 8:30.

Please check the MCFN website and social media for further updates.

Miigwech,

From: Sharon E. Anderson
To: ["markhill@sixnations.ca"](mailto:markhill@sixnations.ca)
Cc: ["Candace Lickers"](mailto:Candace.Lickers@sixnations.ca); ["franhenry@sixnations.ca"](mailto:franhenry@sixnations.ca); ["lonnybomberry@sixnations.ca"](mailto:lonnybomberry@sixnations.ca); ["weylinbomberry@sixnations.ca"](mailto:weylinbomberry@sixnations.ca); Russ Loukes; Mike Abraham; "Jack Turner - GM BluePlan"
Subject: Brantford - Three Grand River Crossings - Notice of Virtual Public Information Centre
Date: Wednesday, May 20, 2020 4:45:00 PM
Attachments: [NoticeofPIC_ChiefHill.pdf](#)
[2020_05_20_Three_Grand_River_Crossings_PIC_Notice_Combined_-_FINAL.pdf](#)
[2020_05_20_Three_Grand_River_Crossings_Comment_Form_-_FINAL.pdf](#)

Good Afternoon Chief Hill,

Please find attached a letter outlining the Virtual Public Information Centre that the City is holding for the Three Grand River Crossings Schedule 'B' Municipal Class Environmental Assessment, including the Lorne Bridge, Brant's Crossing Bridge and the TH&B Crossing Bridge. Also attached is a copy of the notice which will be appearing in local papers over the coming weeks and a copy of the mail-in comment sheet which will soon be posted on the City's website. For an electronic comment submission form, please go to the City's webpage for this project:

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Any questions or concerns, please contact myself or the consultant as per the attached notice.

Regards,
Sharon

Sharon Anderson, P.Eng.

Asset Management Specialist

City of Brantford – Public Works Commission

p: 519.759.4150 ext. 5412 | www.brantford.ca

From: [Fawn Sault](#)
To: [Sharon E. Anderson](#)
Cc: [Chief, R Stacey Laforme](#); [Russ Loukes](#); [Mike Abraham](#); [Jack Turner - GM BluePlan](#); [Megan DeVries](#)
Subject: Re: Brantford - Three Grand River Crossings EA - Notice of Virtual Public Information Centre
Date: Tuesday, May 26, 2020 5:17:33 PM

CAUTION EXTERNAL EMAIL This email originated from outside of the City of Brantford email system. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you are unsure, please contact the Service Desk at 519-759-4222 ext. 5555

Hi Sharon,

Can you please tell me if any archaeological or natural heritage studies have been or need to be completed? If so please send reports and/or a schedule in what studies are taking place when.

Miigwetch
Fawn Sault
Consultation Coordinator
MCFN DOCA

Sent from my iPhone

On May 20, 2020, at 4:48 PM, Sharon E. Anderson
<andersonsh@brantford.ca> wrote:

Good Afternoon Chief LaForme,

Please find attached a letter outlining the Virtual Public Information Centre that the City is holding for the Three Grand River Crossings Schedule 'B' Municipal Class Environmental Assessment, including the Lorne Bridge, Brant's Crossing Bridge and the TH&B Crossing Bridge. Also attached is a copy of the notice which will be appearing in local papers over the coming weeks and a copy of the mail-in comment sheet which will soon be posted on the City's website. For an electronic comment submission form, please go to the City's webpage for this project:

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Due to the current COVID-19 situation please be advised that a hardcopy version of the attached will not be circulated.

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Regards,
Sharon

Sharon Anderson, P.Eng.

Asset Management Specialist

City of Brantford – Public Works Commission

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<NoticeofPIC_ChiefLaForme.pdf>

<2020_05_20 Three Grand River Crossings PIC Notice Combined - FINAL.pdf>

<2020_05_20 Three Grand River Crossings Comment Form - FINAL.pdf>



Date: March 3, 2020

Dear Mr. Bomberry:

**RE: Notice of Study Commencement
Municipal Class Environmental Assessment for the
Three Grand River Crossings**

The City of Brantford has initiated a Municipal Class Environmental Assessment for three bridges over the Grand River, including the Lorne Bridge, Brant's Crossing Bridge and the TH&B Railway River Crossing. The purpose of this letter is to inform Six Nations of the Grand River of the Environmental Assessment study and invite you to provide comments.

The study is being conducted in compliance with Schedule 'B' requirements of the Municipal Engineers Association "Municipal Class Environmental Assessment," (October 2000, as amended 2007 & 2011) as approved under the Ontario Environmental Assessment Act. Two (2) Public Information Centres (PICs) will be held to provide interested parties with an opportunity to review and discuss issues related to the project. The first public information centre is anticipated to occur in June 2020. Notification of the date, time and location will be provided in the coming months.

A copy of the Notice of Study Commencement is enclosed for your reference and to provide you with additional details. This notice is provided to the Six Nations of the Grand River Elected Council as the elected body representing the Haudenosaunee people, and on the understanding that the Elected Council will ensure that the interests of the Haudenosaunee people are represented in this process. We look forward to working with you in that regard.

To request additional information or provide comments about the study, please contact the undersigned.

Yours truly,

Russ Loukes
Director of Engineering Services

Enclos. Notice of Study Commencement



Dear Ms. DeVries

March 3, 2020

**RE: Notice of Study Commencement
Municipal Class Environmental Assessment for the
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Yours truly,

Russ Loukes
Director of Engineering Services

Enclos. Notice of Study Commencement



Date: March 3, 2020

Dear Ms. Henry:

**RE: Notice of Study Commencement
Municipal Class Environmental Assessment for the
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Yours truly,

Russ Loukes
Director of Engineering Services

Enclos. Notice of Study Commencement



Dear Chief LaForme

March 3, 2020

**RE: Notice of Study Commencement
Municipal Class Environmental Assessment for the
Three Grand River Crossings**

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Yours truly,

Russ Loukes
Director of Engineering Services

Enclos. Notice of Study Commencement



Date: March 3, 2020

Dear Chief Mark Hill:

**RE: Notice of Study Commencement
Municipal Class Environmental Assessment for the
Three Grand River Crossings**

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To request additional information or provide comments about the study, please contact the undersigned.

Yours truly,

Russ Loukes
Director of Engineering Services

Enclos. Notice of Study Commencement



Dear Ms. Sault

March 3, 2020

**RE: Notice of Study Commencement
Municipal Class Environmental Assessment for the
Three Grand River Crossings**

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To request additional information or provide comments about the study, please contact the undersigned.

Yours truly,

Russ Loukes
Director of Engineering Services

Enclos. Notice of Study Commencement

Gagan Batra

From: Gagan Batra
Sent: Friday, October 9, 2020 3:41 PM
To: Fawn Sault
Subject: RE: City of Brantford Downtown and Three Bridges EAs

Hi Fawn,

It was nice chatting with you yesterday. I wanted to send a quick follow up just with what we had discussed. For the Downtown Streetscaping EA and the Three Grand River Crossings EA, as discussed I will provide you with a monthly update if there are no major developments, and if there are any larger conversations for us to have we can schedule a video call.

I have reminded the consultant for the Three Grand River Crossings EA about your request to read the Archaeological study, and I will send that to you when I get it.

I brought up to my team that you have someone on staff who can deliver a history/educational session on the Mississaugas of the Credit First Nation, and they were also very interested! Looking forward to hearing more from you about that.

Thank you kindly and have a lovely weekend!
Gagan

Gagan Batra (Pronouns: She/Her)

Senior Project Manager, Downtown Revitalization
Public Works Commission

From: Fawn Sault [<mailto:Fawn.Sault@mncfn.ca>]
Sent: Thursday, October 8, 2020 10:46 AM
To: Gagan Batra
Subject: RE: City of Brantford Downtown and Three Bridges EAs

CAUTION EXTERNAL EMAIL This email originated from outside of the City of Brantford email system. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you are unsure, please contact the Service Desk at 519-759-4222 ext. 5555

Good Morning Gagan,

Yes we can have a quick call. How is 11am today or 1pm today?

From: Gagan Batra <GBatra@brantford.ca>
Sent: Wednesday, October 7, 2020 3:00 PM
To: Fawn Sault <Fawn.Sault@mncfn.ca>
Subject: City of Brantford Downtown and Three Bridges EAs

Good afternoon Ms. Sault,

Hope you are well. I wanted to follow up with you regarding updates to the Three Grand River Crossings and Downtown Streetscaping Environmental Assessments. Would you have time for a quick update phone call on these projects? I would like to provide some information regarding the status of the projects and discuss the timelines with you so you are aware of our next steps. Please let me know if there is a time that works best for you and I would be happy to schedule something.

Thank you kindly,
Gagan

Gagan Batra (Pronouns: She/Her)

Senior Project Manager, Downtown Revitalization
Public Works Commission

Corporation of the City of Brantford
100 Wellington Square, Brantford, Ontario N3T 5R7
P: 519.759.4150 x 5426

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Gagan Batra

From: Robin Linn <rinn@sixnations.ca>
Sent: Monday, November 16, 2020 2:51 PM
To: Phil Monture; Lonny Bomberry
Cc: Gagan Batra; Jen Mt.Pleasant; Tanya Hill-Montour; Dawn Russell
Subject: RE: City of Brantford - Three Grand River Crossings Study Update

Hi Gagan,

It looks like the 25th will work for us.

Robbin

From: Phil Monture <nativelandsltd@gmail.com>
Sent: November 16, 2020 2:22 PM
To: Lonny Bomberry <lonnybomberry@sixnations.ca>
Cc: Robin Linn <rinn@sixnations.ca>; Gagan Batra <gbatra@brantford.ca>; Jen Mt.Pleasant <jenmtpleasant@sixnations.ca>; Tanya Hill-Montour <tanyahill-montour@sixnations.ca>; Dawn LaForme <dlaforme@sixnations.ca>; Dawn Russell <dawnrussell@sixnations.ca>
Subject: Re: City of Brantford - Three Grand River Crossings Study Update

Works for me as well.

On Mon., Nov. 16, 2020, 2:15 p.m. Lonny Bomberry, <lonnybomberry@sixnations.ca> wrote:

I am available on the 25th in the afternoon.

Lonny.

From: Robin Linn <rinn@sixnations.ca>
Sent: November 16, 2020 12:41 PM
To: Gagan Batra <GBatra@brantford.ca>; Lonny Bomberry <lonnybomberry@sixnations.ca>; Phil Monture (nativelandsltd@gmail.com) <nativelandsltd@gmail.com>; Jen Mt.Pleasant <jenmtpleasant@sixnations.ca>; Tanya Hill-Montour <tanyahill-montour@sixnations.ca>; Dawn LaForme <dlaforme@sixnations.ca>; Dawn Russell <dawnrussell@sixnations.ca>
Subject: RE: City of Brantford - Three Grand River Crossings Study Update

I can do the 25th in the afternoon. Lonny, Phil, are you available?

From: Gagan Batra <GBatra@brantford.ca>
Sent: November 16, 2020 11:55 AM
To: Robin Linn <rinn@sixnations.ca>; Lonny Bomberry <lonnybomberry@sixnations.ca>; Phil Monture

(nativelandsltd@gmail.com) <nativelandsltd@gmail.com>; Jen Mt.Pleasant <jenmtpleasant@sixnations.ca>; Tanya Hill-Montour <tanyahill-montour@sixnations.ca>; Dawn LaForme <dlaforme@sixnations.ca>; Dawn Russell <dawnrussell@sixnations.ca>

Subject: RE: City of Brantford - Three Grand River Crossings Study Update

Hi Robin and all,

Of course, I am happy to set up a meeting. How does next week work? Below are some dates and times that the consultant has proposed, please let me know if any of these work and I will have them set up a virtual meeting for us.

-Monday, Nov 23 - morning

-Tuesday, Nov 24 - morning

-Wednesday, Nov 25 - afternoon

-Thursday, Nov 26 - afternoon

Thank you kindly,

Gagan

Gagan Batra (Pronouns: She/Her)

Senior Project Manager, Special Projects

Public Works Commission

From: Robin Linn [<mailto:rlinn@sixnations.ca>]

Sent: Monday, November 16, 2020 9:45 AM

To: Gagan Batra; Lonny Bomberry; Phil Monture (nativelandsltd@gmail.com); Jen Mt.Pleasant; Tanya Hill-Montour; Dawn LaForme; Dawn Russell

Subject: RE: City of Brantford - Three Grand River Crossings Study Update

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Gagan,

I am not comfortable having a conversation with just you and I regarding this project. The Consultation and Accommodation Process (CAP) Team has not had any updates or information other than the PIC presentation that we had to access on the City's website.

I would feel more comfortable if we could just arrange a meeting so that you can give the CAP Team an overview of what the project entails and where you are at in the process.

Thank you.

From: Gagan Batra <GBatra@brantford.ca>
Sent: November 16, 2020 9:12 AM
To: Robin Linn <rlinn@sixnations.ca>
Subject: City of Brantford - Three Grand River Crossings Study Update

Hi Robin,

Good morning! Hope you're well and stayed safe through the storm last night. I'm wondering if you have time for a phone call so I can give you an update about the Three Grand River Crossings project. I'm hoping we can chat about setting up a meeting with the CAP team, similarly to how we did for the Downtown project, for everyone to meet with the consultant working on the study.

I have some availability this morning, and then most of tomorrow afternoon. Please let me know when would work best for you.

Thank you kindly!

Gagan

Gagan Batra (Pronouns: She/Her)

Senior Project Manager, Special Projects

Public Works Commission

Corporation of the City of Brantford

100 Wellington Square, Brantford, Ontario N3T 5R7

P: 519.759.4150 x 5426

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Gagan Batra

From: Gagan Batra
Sent: Monday, November 30, 2020 7:07 PM
To: Fawn Sault
Subject: RE: City of Brantford Three Grand River Crossings Project Update

Hi Fawn,

No rush at all. I was just giving the option of meeting before the holidays if you preferred that, but happy to organize something for January. Since your calendars are filling up, do you want to suggest a couple of dates and times in January that might work for you, and I can take those back to the consultant so we can set something up early?

Thank you!
Gagan

Gagan Batra (Pronouns: She/Her)
Senior Project Manager, Special Projects
Public Works Commission

From: Fawn Sault [<mailto:Fawn.Sault@mncfn.ca>]
Sent: Friday, November 27, 2020 10:57 AM
To: Gagan Batra
Subject: RE: City of Brantford Three Grand River Crossings Project Update

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Hi Gagan,

Happy Friday to you also! I am doing much better. I hope you are doing well too. We can schedule a meeting for January sometime. Our calendars are filling up so quickly there's no time before our holidays. Is there a deadline that needs to be met before then?

Miigwech,

Fawn Sault
Consultation Coordinator
Mississaugas of the Credit First Nation
4065 Hwy. 6, Hagersville, N0A 1H0
Website: <http://mncfn.ca/>
Ph: 905-768-4260
Cell:289-527-6580

From: Gagan Batra <GBatra@brantford.ca>
Sent: Friday, November 27, 2020 9:37 AM
To: Fawn Sault <Fawn.Sault@mncfn.ca>
Subject: City of Brantford Three Grand River Crossings Project Update

Hi Fawn,

Happy Friday! I hope you are doing well. I wanted to reach out and see if you would like to schedule a meeting with our consultants who are working on the Three Grand River Crossings project? The Project Team is further along now in their study and PIC 2 is likely to be scheduled early next year. Our consultants would be happy to share their progress and results of some of their studies to date. It might be a good idea to decide on a meeting date if there is interest in the next couple weeks, as I know later in December people are likely to be on holidays.

Please let me know if you would like to have a meeting scheduled and I can propose some dates and times that work for the Project Team.

Thank you kindly!
Gagan

Gagan Batra (Pronouns: She/Her)
Senior Project Manager, Special Projects
Public Works Commission

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Gagan Batra

From: Gagan Batra
Sent: Tuesday, January 12, 2021 8:48 AM
To: 'Robin Linn'
Cc: Lonny Bomberry; Phil Monture; 'Jen Mt.Pleasant'; Tanya Hill-Montour; Dawn Russell; Jack Turner - GM BluePlan; Dania Chehab - GM BluePlan; 'Simon Green - GM BluePlan'
Subject: Brantford Three Grand River Crossings EA - Update and meeting minutes
Attachments: 119104 3 GR Crossings Six Nations Mtg 1 Notes 2020-11-25.pdf

Hi Robbin and all,

Happy new year! I hope you are well and staying healthy. I wanted to provide you a short update for the Three Grand River Crossings EA project. Let me know if you would like a phone call to chat about any of the updates below. The minutes for our last meeting are also attached, please let me know if anything has been missed or if you have any questions.

Three Grand River Crossings EA:

- Various technical studies, including the Archaeological and Cultural Heritage Evaluation Report have been received by the City and are in the process of being reviewed by staff. Once those reviews are complete, we can circulate them to members of the CAP team.
- Final studies for the project are still ongoing and are expected to be completed over the next month or so, including traffic and active transportation studies.
- Preparation for PIC 2 will begin over the next couple weeks as the reports are finalized and the recommendations are made. As the options are continuing to be evaluated against the criteria, we should have a good idea very soon of the recommendations.
- The tentative schedule we are thinking for PIC 2 and engagement with stakeholder communities is mid-February going until March. Due to the pandemic ongoing and likelihood that the PIC will need to be virtual again, we will engage with the CAP team through online meetings similar to the last meeting we had.
- With your question regarding the winter load limit on Lorne Bridge, I have checked with staff and there is signage posted warning drivers of the load limit.
- With regard to the question that was asked at our meeting about Tufa Mounds, Golder has provided us with the following response:

Based on ArcGIS mapping for Areas of Natural and Scientific Interest it appears as though the Tufa Mounds ANSI are approximately 4 km northwest of the study area for the Three Grand River Crossing EA. Given the location of the Tufa Mounds it does not appear that they would be impacted by the Three Grand River Crossing EA.

It is my understanding that the CAP team has been in contact with other City staff with regard to Tufa Mounds as well, and you have received a response from them with more detail regarding the Tufa Mounds locations and answers pertaining to the other studies.

Thank you kindly,
Gagan

Gagan Batra (Pronouns: She/Her)

Senior Project Manager, Special Projects
Public Works Commission

Corporation of the City of Brantford
100 Wellington Square, Brantford, Ontario N3T 5R7
P: 519.759.4150 x 5426

Gagan Batra

From: Gagan Batra
Sent: Wednesday, February 17, 2021 12:05 PM
To: 'Fawn Sault'
Subject: City of Brantford Three Grand River Crossings EA Update

Hi Fawn,

Hope you are well and had a lovely new year. I wanted to touch base regarding the Three Grand River Crossings Environmental Assessment. We will be heading into the second and final PIC at the end of March, and before bringing the information to the public I wanted to see if you would like to schedule a meeting with our Project Team to discuss our findings and have a discussion around the study over all.

If you would like us to schedule a virtual meeting with your team, I can coordinate with the consultant and provide you some dates and times that might work. We are hoping to have our meetings during the first week of March so we have some time to incorporate any comments into our public presentations if need be.

Please let me know if this is something you would like to set up. If a meeting is not required, I can send you a more thorough update via email about the project or we can schedule a quick phone call, but I wanted to make sure the consultants would be available to discuss the study with you if you had any questions.

Thank you kindly,
Gagan

Gagan Batra (Pronouns: She/Her)

Senior Project Manager, Special Projects
Public Works Commission

Corporation of the City of Brantford
100 Wellington Square, Brantford, Ontario N3T 5R7
P: 519.759.4150 x 5426



March 18, 2021

Chief LaForme
2789 Mississauga Rd
RR 6
Hagersville, ON
N0A 1H0

Dear Chief LaForme

**RE: Notice of Virtual Public Information Centre 2
Municipal Class Environmental Assessment for the
Three Grand River Crossings**

The City of Brantford has initiated a Municipal Class Environmental Assessment (EA) for three bridges over the Grand River, including the Lorne Bridge, Brant's Crossing Bridge and the TH&B Crossing Bridge. The purpose of this letter is to inform Mississaugas of the Credit First Nation of the second Virtual Public Information Centre (PIC) for this project and to invite you to provide comments.

Due to the COVID-19 pandemic, the City is arranging to provide a virtual PIC where materials will be uploaded to the City's project webpage. This second PIC will present the existing conditions, evaluation of alternative solutions, and the recommended solution. All content and instructions on how to register to participate in the PIC and submit questions will be posted on the project webpage:

www.brantford.ca/ThreeGrandRiverCrossings

PIC slides will be posted on Thursday, March 18, 2021 at 3:00 p.m. This will be followed by a two week public review period. A virtual live meeting for PIC #2 will take place on Thursday, April 1, 2021 at 6:00 p.m. This will be followed by a two-week question submission period, closing Thursday, April 15, 2021. A Frequently Asked Questions (FAQ) document will be posted on Thursday, April 22, 2021 at 3:00 p.m.

Should internet access be problematic, please contact the undersigned or one of the project managers listed in the enclosed notice and an electronic copy on USB or hardcopy of the PIC boards can be provided.

A copy of the Notice of Virtual Public Information Centre, and the associated comment form, are enclosed for your reference and to provide you with additional details. We look forward to working with you.

To request additional information or provide comments about the study, please contact the undersigned.

Yours truly,

A handwritten signature in blue ink that reads "Gagan Batra". The signature is written in a cursive style and is enclosed within a light blue rectangular border.

Gagan Batra
Senior Project Manager, Special Projects

CC

Fawn Sault, Senior Consultation Manager, Mississaugas of the Credit First Nation
Jack Turner, GM BluePlan

Enclos. Notice of Virtual Public Information Centre #2
Comment Form



March 18, 2021

Chief Mark Hill
PO Box 5000
Osheweken, ON
N0A 1M0

Dear Chief Mark Hill:

**RE: Notice of Virtual Public Information Centre 2
Municipal Class Environmental Assessment for the
Three Grand River Crossings**

The City of Brantford has initiated a Municipal Class Environmental Assessment (EA) for three bridges over the Grand River, including the Lorne Bridge, Brant's Crossing Bridge and the TH&B Crossing Bridge. The purpose of this letter is to inform Six Nations of the Grand River of the second Virtual Public Information Centre (PIC) for this project and to invite you to provide comments.

Due to the COVID-19 pandemic, the City is arranging to provide a virtual PIC where materials will be uploaded to the City's project webpage. This second PIC will present the existing conditions, evaluation of alternative solutions, and the recommended solution. All content and instructions on how to register to participate in the PIC and submit questions will be posted on the project webpage:

www.brantford.ca/ThreeGrandRiverCrossings

PIC slides will be posted on Thursday, March 18, 2021 at 3:00 p.m. This will be followed by a two week public review period. A virtual live meeting for PIC #2 will take place on Thursday, April 1, 2021 at 6:00 p.m. This will be followed by a two-week question submission period, closing Thursday, April 15, 2021. A Frequently Asked Questions (FAQ) document will be posted on Thursday, April 22, 2021 at 3:00 p.m.

Should internet access be problematic, please contact the undersigned or one of the project managers listed in the enclosed notice and an electronic copy on USB or hardcopy of the PIC boards can be provided.

A copy of the Notice of Virtual Public Information Centre, and the associated comment form, are enclosed for your reference and to provide you with additional details. This notice is provided to the Six Nations of the Grand River Elected Council as the elected body representing the Haudenosaunee people, and on the understanding that the Elected Council will ensure that the interests of the Haudenosaunee people are represented in this process. We look forward to working with you in that regard.

To request additional information or provide comments about the study, please contact the undersigned.

Yours truly,



Gagan Batra
Senior Project Manager, Special Projects

CC

Candace Lee Lickers, Communications Officer, SNGR

Fran Henry, SNGR

Lonny Bomberry, Director of Lands and Resources Department, SNGR

Weylin Bomberry, Six Nations Wildlife Management Office, SNGR

Robbin Vanstone, Consultation Manager, SNGR

Phil Monture, Lands and Treaty Specialist, SNGR

Jen Mt. Pleasant, Consultation Point Person, SNGR

Tanya Hill-Montour, Archaeology Coordinator, SNGR

Dawn LaForme, Secretary, SNGR

Jack Turner, GM BluePlan

Enclos. Notice of Virtual Public Information Centre
Comment Form

Gagan Batra

From: Gagan Batra
Sent: Friday, March 19, 2021 3:51 PM
To: 'Robin Linn'; Lonny Bomberry; Phil Monture; 'Jen Mt.Pleasant'; Tanya Hill-Montour; Dawn Russell
Cc: 'Jack Turner - GM BluePlan'; Simon Green - GM BluePlan; Dania Chehab - GM BluePlan
Subject: City of Brantford Three Grand River Crossings Meeting Minutes
Attachments: 119104 3 GR Crossings Six Nations Mtg 2 - Meeting Minutes - 2021-03-19.pdf; 119104 Three Grand River Crossings EA_Draft PIC 2 Slides - 2021-03-03 Six Nations Mtg.pdf

Good afternoon,

Please see attached the PIC slides and minutes from our meeting for the Three Grand River Crossings EA that was held on March 3, 2021. Please note that we have made some adjustments for the final slides that have been posted to our website for public view after consultation with all stakeholders and groups.

Regarding the email that was sent by Jen on March 5th following the meeting, the response is below. Please let me know if you have any other questions or comments.

In regards to this project, has the City or other Proponents factored in the potential role and/or future forecast of climate change? For example, how might climate change impact future major ice jams in the Grand River?

- There is a significant amount of uncertainty with respect to how climate change might impact ice volume contributing to ice jams and sheet ice breakup that can initiate ice jam formation. Higher winter temperatures could result in a reduced sheet ice thickness and lower potential to ice volumes to contribute to an ice jam. However, higher temperatures and winter precipitation may also result in more frequent mid-winter breakups that contribute to ice jam formation. In the context of this uncertainty the proposed approach of raising the soffit to above the Regulatory (open water) elevation provides additional freeboard beyond the 10-year ice jam event design standard. The additional freeboard provides some accommodations to address the climate change uncertainty.

We know that the City is leaning more towards rehabilitation vs constructing brand new bridges. I am wondering then if it is an option in the rehabilitation process to add some kind of an "Indigenous presence" to the bridges? This could potentially be in the form of a plaque at one or both ends of the pedestrian bridges, which could acknowledge the people of the Six Nations of the Grand River as the original inhabitants of City lands. Or something along those lines.

- Thank you for this suggestion. Once the final solution of the Three Grand River Crossings is decided, the specific design and appearance of the bridges can be explored at a later stage prior to construction. We will note your comment for the project file, and can explore during the design phase.

Thank you kindly and have a lovely weekend,
Gagan

Gagan Batra (Pronouns: She/Her)

Senior Project Manager, Special Projects
Public Works Commission

Corporation of the City of Brantford
100 Wellington Square, Brantford, Ontario N3T 5R7
P: 519.759.4150 x 5426

Gagan Batra

From: Gagan Batra
Sent: Friday, May 7, 2021 11:36 AM
To: 'Robin Vanstone'
Subject: Brantford Three Grand River Crossings EA - Archaeological Report
Attachments: 2021-03-09_131921_19128292-3000-R01-RevB-GMBP_3_Grand_River_Crossings_St._1.pdf

Good morning Robbin,

Please find attached the Stage 1 Archaeological Assessment relating to the Three Grand River Crossings Environmental Assessment, for your information. Feel free to circulate to other members of the CAP team.

Any questions, let me know.

Thank you,
Gagan

Gagan Batra (Pronouns: She/Her)

Senior Project Manager, Special Projects
Public Works Commission

Corporation of the City of Brantford
100 Wellington Square, Brantford, Ontario N3T 5R7
P: 519.759.4150 x 5426

Gagan Batra

From: Gagan Batra
Sent: Wednesday, May 19, 2021 4:12 PM
To: 'Fawn Sault'
Cc: Megan DeVries
Subject: RE: Brantford Three Grand River Crossings EA - Archaeological Report
Attachments: 119104 20200329d-Three Grand River Crossings EA_PIC 2-v12 FOR PIC2.pdf

Hi Fawn,

A Stage 1 Archaeological Assessment was completed as part of this Environmental Assessment. As you mentioned, there were some areas in the Study Area that were noted as having archaeological potential, and as such, would be subject to a Stage 2 Archaeological Assessment or a Marine Assessment prior to development activities.

Based on the recommended solutions presented during PIC #2 (presentation slides attached or can be viewed at the City's project webpage: [Three Grand River Crossings - City of Brantford](#)), development within the areas that require further assessment is not anticipated; and therefore, a Stage 2 AA or Marine Assessment are not scheduled at this time.

Please let me know if you have any other questions. Thank you,
Gagan

Gagan Batra (Pronouns: She/Her)

Senior Project Manager, Special Projects
Public Works Commission

From: Fawn Sault [<mailto:Fawn.Sault@mncfn.ca>]
Sent: Tuesday, May 18, 2021 12:23 PM
To: Gagan Batra
Cc: Megan DeVries
Subject: RE: Brantford Three Grand River Crossings EA - Archaeological Report

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Good Afternoon Gagan,

We are doing well. I hope you are staying safe also.

There was some Stage 2 AA is required, as well as a marine assessment. Do you know if those were ever completed?

Miigwech,

Fawn Sault
Consultation Coordinator
Department of Consultation and Accommodation

Mississaugas of the Credit First Nation
Cell – 289-527-6580

From: Gagan Batra [<mailto:GBatra@brantford.ca>]
Sent: Friday, May 07, 2021 11:39 AM
To: Fawn Sault
Subject: Brantford Three Grand River Crossings EA - Archaeological Report

Good morning Fawn,

Hope you are doing well. Please find attached a copy of the Stage 1 Archaeological Assessment for the Three Grand River Crossings Environmental Assessment, for your information.

Any questions, let me know.

Thank you,
Gagan

Gagan Batra (Pronouns: She/Her)
Senior Project Manager, Special Projects
Public Works Commission

Corporation of the City of Brantford
100 Wellington Square, Brantford, Ontario N3T 5R7
P: 519.759.4150 x 5426

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Gagan Batra

From: Gagan Batra
Sent: Friday, May 21, 2021 2:12 PM
To: 'Robin Vanstone'
Cc: Jack Turner - GM BluePlan
Subject: City of Brantford - Three Grand River Crossings EA Update
Attachments: 119104 20200329d-Three Grand River Crossings EA_PIC 2-v12 FOR PIC2.pdf

Good Afternoon Robbin,

I wanted to give you an update on the Three Grand River Crossings Environmental Assessment project since last time we spoke with the CAP team.

As we had mentioned during our meeting with your team, we were seeking feedback prior to the second Public Information Centre where we would present the preferred alternative to the public. Following the internal and external stakeholder meetings, it was determined that the preferred alternative based on feedback would be Strategy 7 on page 18 of the attached presentation.

The preferred alternative that has been selected is as follows:

- Rehabilitate Lorne Bridge
- Replace and raise Brant's Crossing Bridge - this involves replacing just the superstructure (steel trusses and girders) while the concrete piers and abutments of the crossing will be reused
- Minor rehabilitation of TH&B Crossing Bridge and eventual closure and removal of the steel girders at the end of serviceable life (approximately 10-15 years), with the piers and abutments remaining in place as a monument

Please note that none of these options will require further disturbances to the study area, and a stage 2 archaeological assessment is not required.

The benefit of replacing Brant's Crossing with a new superstructure is that it can be built to accommodate both cyclists and pedestrians, enhancing the active transportation network in the area. Additionally, raising Brant's Crossing Bridge will ensure that the structure meets the design criteria for ice jam events, reducing the risk of damage from flooding. TH&B Crossing Bridge will remain open for the remainder of its serviceable life, likely 10-15 years, after which it can be decommissioned and removed as described above.

This option ensures there is always one active pedestrian crossing over the Grand River, and is based on community feedback and studies that emphasized the significance of Brant's Crossing Bridge to the community.

Please let me know if you have any questions about the preferred alternative or how we arrived at this option.

Thank you and have a lovely weekend,
Gagan

Gagan Batra (Pronouns: She/Her)

Senior Project Manager, Special Projects
Public Works Commission

Corporation of the City of Brantford
100 Wellington Square, Brantford, Ontario N3T 5R7
P: 519.759.4150 x 5426

Gagan Batra

From: Gagan Batra
Sent: Friday, May 28, 2021 9:00 AM
To: 'Fawn Sault'
Cc: 'Jack Turner - GM BluePlan'
Subject: City of Brantford - Three Grand River Crossings EA Update

Good Morning Fawn,

I wanted to give you an update on the Three Grand River Crossings Environmental Assessment. I believe I have sent you the Public Information Centre slides previously, but since the PIC is now complete we have finalized our recommended solution.

The preferred alternative that has been selected for the Three Grand River Crossings is as follows:

- Rehabilitate Lorne Bridge
- Replace and raise Brant's Crossing Bridge - this involves replacing just the superstructure (steel trusses and girders) while the concrete piers and abutments of the crossing will be reused
- Minor rehabilitation of TH&B Crossing Bridge and eventual closure and removal of the steel girders at the end of serviceable life (approximately 10-15 years), with the piers and abutments remaining in place as a monument

Please note that none of these options will require further disturbances to the study area, and a stage 2 archaeological assessment is not required.

The benefit of replacing Brant's Crossing with a new superstructure is that it can be built to accommodate both cyclists and pedestrians, enhancing the active transportation network in the area. Additionally, raising Brant's Crossing Bridge will ensure that the structure meets the design criteria for ice jam events, reducing the risk of damage from flooding. TH&B Crossing Bridge will remain open for the remainder of its serviceable life, likely 10-15 years, after which it can be decommissioned and removed as described above.

This option ensures there is always one active pedestrian crossing over the Grand River, and is based on community feedback and studies that emphasized the significance of Brant's Crossing Bridge to the community.

Please let me know if you have any questions about the preferred alternative or how we arrived at this option.

Thank you kindly,
Gagan

Gagan Batra (Pronouns: She/Her)

Senior Project Manager, Special Projects
Public Works Commission

Corporation of the City of Brantford
100 Wellington Square, Brantford, Ontario N3T 5R7
P: 519.759.4150 x 5426

Gagan Batra

From: Gagan Batra
Sent: Monday, July 26, 2021 12:43 PM
To: rvanstone@sixnations.ca
Subject: Brantford Three Grand River Crossings EA Update
Attachments: Appendix A Three Grand River Crossings EA - Executive Summary.pdf; PWGM - Three Grand River Crossings Environmental Assessment - 2021-362.pdf

Hi Robbin,

I wanted to give you an update on the Three Grand River Crossings EA project. Since the last update was provided, the project team has been working behind the scenes to get the project file organized and the studies finalized. Additional updates are:

- Brantford City Council approved the recommendations of the EA – rehabilitate Lorne Bridge, replace and raise Brant’s Crossing Bridge, and rehabilitate TH&B Crossing Bridge and eventually remove the structure after 10-15 years.
- Council also approved that work be done to immediately reopen Brant’s Crossing Bridge (pedestrian crossing that has been closed since the ice jam and flood in 2018), and expected completion is in October/November 2021
- Project team is getting ready for one final PIC where we will present options for each of the bridges independently, including the width of the sidewalk on Lorne Bridge, the design of Brant’s Crossing Bridge, and the material used on the deck of TH&B Crossing Bridge. The PIC is expected in fall 2021
- Expected completion of the EA is December 2021, and design and construction of the bridges will occur in following years

I will reach out to you prior to our next PIC and as we have more details about the alternatives for each of the bridges. I have attached the council report that was approved last month as well as the executive summary with more details about the studies that have been completed to date. In the meantime, if you have any questions or comments feel free to reach out to me.

Thank you kindly,
Gagan

Gagan Batra (Pronouns: She/Her)

Senior Project Manager, Special Projects
Public Works Commission

Corporation of the City of Brantford
100 Wellington Square, Brantford, Ontario N3T 5R7
P: 519.759.4150 x 5426

Gagan Batra

From: Gagan Batra
Sent: Tuesday, July 27, 2021 1:08 PM
To: Fawn Sault
Subject: Brantford Three Grand River Crossings EA Update
Attachments: Appendix A Three Grand River Crossings EA - Executive Summary.pdf; PWGM - Three Grand River Crossings Environmental Assessment - 2021-362.pdf

Good afternoon Fawn,

I hope you are well. I wanted to give you an update on the Three Grand River Crossings EA project. Since the last update was provided, the project team has been working behind the scenes to get the project file organized and the studies finalized. Additional updates are:

- Brantford City Council approved the recommendations of the EA – rehabilitate Lorne Bridge, replace and raise Brant’s Crossing Bridge, and rehabilitate TH&B Crossing Bridge and eventually remove the structure after 10-15 years.
- Council also approved that work be done to immediately reopen Brant’s Crossing Bridge (pedestrian crossing that has been closed since the ice jam and flood in 2018), and expected completion is in October/November 2021
- Project team is getting ready for one final PIC where we will present options for each of the bridges independently, including the width of the sidewalk on Lorne Bridge, the design of Brant’s Crossing Bridge, and the material used on the deck of TH&B Crossing Bridge. The PIC is expected in fall 2021
- Expected completion of the EA is December 2021, and design and construction of the bridges will occur in following years

I will reach out to you prior to our next PIC and as we have more details about the alternatives for each of the bridges. I have attached the council report that was approved last month as well as the executive summary with more details about the studies that have been completed to date. In the meantime, if you have any questions or comments feel free to reach out to me.

Thank you kindly,
Gagan

Gagan Batra (Pronouns: She/Her)

Senior Project Manager, Special Projects
Public Works Commission

Corporation of the City of Brantford
100 Wellington Square, Brantford, Ontario N3T 5R7
P: 519.759.4150 x 5426

Gagan Batra

From: Gagan Batra
Sent: Monday, October 4, 2021 1:32 PM
To: 'Fawn Sault'
Cc: Jack Turner - GM BluePlan
Subject: Brantford Three Grand River Crossings EA Update

Good afternoon Fawn,

Hope this email finds you well and you had a good summer. I wanted to give you an update on the Three Grand River Crossings Environmental Assessment. During the summer and following the second Public Information Centre (PIC), the project team presented the recommended solution to Brantford City Council which was as follows:

- Rehabilitate Lorne Bridge
- Replace Brant's Crossing Bridge with a raised structure
- Rehabilitate TH&B Crossing Bridge and eventually remove it at the end of its service life (10-15 years)

The team is now entering the final phase of the study which will involve more detailed design of the bridges, particularly Brant's Crossing Bridge. The next PIC is scheduled for October 21st, and I will send out a notice with more information on how to get involved and provide input.

In the meanwhile, we will be performing minor construction work this fall to Brant's Crossing Bridge to have it safely reopened by the end of this year.

If you have any questions or would like to schedule a quick call to chat, please let me know.

Thank you kindly and have a lovely day!
Gagan

Gagan Batra (Pronouns: She/Her)

Senior Project Manager, Special Projects
Public Works Commission

Corporation of the City of Brantford
P: 519.759.4150 x 5426

Gagan Batra

From: Gagan Batra
Sent: Monday, October 4, 2021 10:14 AM
To: 'Robin Vanstone'
Subject: RE: Three Grand River Crossings EA Update

Hi Robbin, I just checked with the team and looks like Friday morning will work better. I'll send along an invite for Friday at 9:30 am now and if you could forward it along to anyone I've missed in my invite that would be fantastic.

Thanks so much!
Gagan

Gagan Batra (Pronouns: She/Her)

Senior Project Manager, Special Projects
Public Works Commission

From: Robin Vanstone [mailto:rvanstone@sixnations.ca]
Sent: Monday, October 4, 2021 9:48 AM
To: Gagan Batra
Subject: RE: Three Grand River Crossings EA Update

How about the 12th at 2:00 pm?

From: Gagan Batra <GBatra@brantford.ca>
Sent: October 4, 2021 9:45 AM
To: Robin Vanstone <rvanstone@sixnations.ca>
Cc: 'Jack Turner - GM BluePlan' <Jack.Turner@gmblueplan.ca>
Subject: RE: Three Grand River Crossings EA Update

Hi Robbin, would next Tuesday, October 12th work at all, maybe at 11am or in the afternoon?

Gagan Batra (Pronouns: She/Her)

Senior Project Manager, Special Projects
Public Works Commission

From: Robin Vanstone [mailto:rvanstone@sixnations.ca]
Sent: Monday, October 4, 2021 9:41 AM
To: Gagan Batra
Cc: 'Jack Turner - GM BluePlan'
Subject: RE: Three Grand River Crossings EA Update

CAUTION EXTERNAL EMAIL This email originated from outside of the City of Brantford email system. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you are unsure, please contact the Service Desk at ext. 5555

Good Morning Gagan,

I am sorry, but I have three meetings booked for Tuesday and will be unavailable to meet on that day. Unfortunately, this week is rather booked and I am not sure that we are going to be able to squeeze in time but right now I am suggesting that perhaps Friday morning could be available.

Thanks,

Robbin

From: Gagan Batra <GBatra@brantford.ca>
Sent: October 4, 2021 8:41 AM
To: Robin Vanstone <rvanstone@sixnations.ca>
Cc: 'Jack Turner - GM BluePlan' <Jack.Turner@gmblueplan.ca>
Subject: RE: Three Grand River Crossings EA Update

Good morning Robbin,

I tried calling you on Friday but just missed you before you left the office. I spoke with Dawn briefly who confirmed that the CAP team would be available to meet this Tuesday (tomorrow) with the Three Grand River Crossings EA project team to discuss the next PIC before the materials are finalized. I will send an invite out to the team members I have on file, please forward it to anyone I have missed.

I apologize for the short notice with scheduling, and please let me know if there are any issues with the date or time that we send.

Thank you kindly,
Gagan

Gagan Batra (Pronouns: She/Her)
Senior Project Manager, Special Projects
Public Works Commission

From: Gagan Batra
Sent: Tuesday, September 28, 2021 10:47 AM
To: 'rvanstone@sixnations.ca'
Cc: 'Jack Turner - GM BluePlan'
Subject: RE: Three Grand River Crossings EA Update

Hi Robbin,

Just following up to see if the CAP team has any availability next week to meet with the Three Grand River Crossings EA project team prior to us finalizing our PIC material.

Please let me know and I will have our consultant send a link to a virtual meeting. Thank you,
Gagan

Gagan Batra (Pronouns: She/Her)
Senior Project Manager, Special Projects
Public Works Commission

From: Gagan Batra
Sent: Wednesday, September 22, 2021 12:45 PM

To: 'rvanstone@sixnations.ca'
Cc: Jack Turner - GM BluePlan
Subject: Three Grand River Crossings EA Update

Good afternoon Robbin,

Hope you're well. I wanted to reach out regarding the Three Grand River Crossings EA project and see what the CAP Team's availability is over the week of October 4th for a meeting to discuss options prior to us heading into our third and final Public Information Centre (PIC).

Last time we met with the team, we discussed the high level options for each of the bridges and since then the team has presented to Brantford City Council where the decision was made to rehabilitate Lorne Bridge, replace the current Brant's Crossing structure with a raised bridge to help prevent future ice jams, and perform minor rehabilitation to TH&B Crossing bridge which would eventually be removed at the end of its serviceable life.

This next PIC will present more detailed design alternatives for each of the bridges, particularly Brant's Crossing which is being replaced with a new structure and has a number of options.

If the team is available for a meeting during the week of October 4th, please send me some dates and times and I will be happy to organize something with our project team.

Thank you kindly,
Gagan

Gagan Batra (Pronouns: She/Her)
Senior Project Manager, Special Projects
Public Works Commission

Corporation of the City of Brantford
P: 519.759.4150 x 5426

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October 7, 2021

Chief LaForme
2789 Mississauga Rd
RR 6
Hagersville, ON
N0A 1H0

Dear Chief LaForme

**RE: Notice of Class EA Schedule Change
And Virtual Public Information Centre #3
Municipal Class Environmental Assessment for the
Three Grand River Crossings**

The City of Brantford has initiated a Municipal Class Environmental Assessment (EA) for three bridges over the Grand River, including the Lorne Bridge, Brant's Crossing Bridge and the TH&B Crossing Bridge. The purpose of this letter is to inform Mississaugas of the Credit First Nation of the third Virtual Public Information Centre (PIC) for this project and to invite you to provide comments.

Due to the COVID-19 pandemic, the City is arranging to provide a virtual PIC where materials will be uploaded to the City's project webpage. All content and instructions on how to register to participate in the PIC and submit questions will be posted on the project webpage:

www.brantford.ca/ThreeGrandRiverCrossings

PIC slides will be posted on Thursday, October 14, 2021 at 3:00 p.m. This will be followed by a one week public review period. A virtual live meeting for PIC #3 will take place on Thursday, October 21, 2021 at 6:00 p.m. This will be followed by a two-week question submission period, closing Thursday, November 4, 2021. A Frequently Asked Questions (FAQ) document will be posted on Thursday, November 11, 2021 at 3:00 p.m.

Should internet access be problematic, please contact the undersigned or one of the project managers listed in the enclosed notice and an electronic copy on USB or hardcopy of the PIC boards can be provided.

A copy of the Notice of Virtual Public Information Centre is enclosed for your reference and to provide you with additional details. We look forward to working with you.

To request additional information or provide comments about the study, please contact the undersigned.

Yours truly,

A handwritten signature in blue ink that reads "Gagan Batra". The signature is written in a cursive style and is positioned above the printed name and title.

Gagan Batra
Senior Project Manager, Special Projects

CC

Fawn Sault, Senior Consultation Manager, Mississaugas of the Credit First Nation
Jack Turner, GM BluePlan

Enclos. Notice of Virtual Public Information Centre #3



October 7, 2021

Chief Mark Hill
PO Box 5000
Osheweken, ON
N0A 1M0

Dear Chief Mark Hill:

**RE: Notice of Class EA Schedule Change
And Virtual Public Information Centre #3
Municipal Class Environmental Assessment for the
Three Grand River Crossings**

The City of Brantford has initiated a Municipal Class Environmental Assessment (EA) for three bridges over the Grand River, including the Lorne Bridge, Brant's Crossing Bridge and the TH&B Crossing Bridge. The purpose of this letter is to inform Six Nations of the Grand River of the third Virtual Public Information Centre (PIC) for this project and to invite you to provide comments.

Due to the COVID-19 pandemic, the City is arranging to provide a virtual PIC where materials will be uploaded to the City's project webpage. All content and instructions on how to register to participate in the PIC and submit questions will be posted on the project webpage:

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Should internet access be problematic, please contact the undersigned or one of the project managers listed in the enclosed notice and an electronic copy on USB or hardcopy of the PIC boards can be provided.

A copy of the Notice of Virtual Public Information Centre is enclosed for your reference and to provide you with additional details. This notice is provided to the Six Nations of the Grand River Elected Council as the elected body representing the Haudenosaunee people, and on the understanding that the Elected Council will ensure that the interests of the Haudenosaunee people are represented in this process. We look forward to working with you in that regard.

To request additional information or provide comments about the study, please contact the undersigned.

Yours truly,

Gagan Batra
Senior Project Manager, Special Projects

CC
Robbin Vanstone, Consultation Manager, SNGR
Jack Turner, GM BluePlan

Enclos. Notice of Class EA Schedule Change and Virtual Public Information Centre (PIC) #3

Gagan Batra

From: Gagan Batra
Sent: Wednesday, October 27, 2021 9:13 AM
To: 'Robin Vanstone'
Cc: 'Jack Turner - GM BluePlan'
Subject: Three Grand River Crossings Meeting Minutes
Attachments: 119104 3 GR Crossings Six Nations Mtg 3 Minutes 2021-10-08.pdf; 119104 Three Grand River Crossings EA_PIC 3_2021-10-08_Six Nations.pdf

Good morning Robbin,

I wanted to thank you and the other members of the CAP Team who joined the Three Grand River Crossings Project Team for our meeting on October 8th. I have attached both the meeting minutes and presentation that were shown. Please feel free to circulate to other members of the CAP Team.

The PIC #3 video is also available on the City's YouTube page to view here:

<https://www.youtube.com/watch?v=JKc3weyqzbn>

We are now in the question and comment period where the public will have until November 4th to submit comments to be included our FAQ document that will be posted on our webpage on November 11th.

Please let me know if you have any questions.

Thank you kindly,
Gagan

Gagan Batra (Pronouns: She/Her)
Senior Project Manager, Special Projects
Public Works Commission

Corporation of the City of Brantford
P: 519.759.4150 x 5426

Gagan Batra

From: Gagan Batra
Sent: Thursday, November 18, 2021 10:14 AM
To: 'Robin Vanstone'
Cc: Jack Turner - GM BluePlan
Subject: Brantford Three Grand River Crossings Environmental Assessment Update

Good morning Robbin,

Hope you are well. Below is an update on the Three Grand River Crossings Environmental Assessment and next steps for the project.

The final Public Information Centre (PIC) took place between October and November 2021, and was concluded when a Frequently Asked Questions (FAQ) document was published last week. Due to COVID-19, this PIC was held virtually live via YouTube and is now posted to the City's webpage for review. Links for the PIC material are below:

PIC presentation: <https://www.brantford.ca/en/your-government/resources/Documents/CorporatePlansProjects/Three-Bridges/Three-Grand-River-Crossings-PIC-3.pdf>
Live PIC video: <https://www.youtube.com/watch?v=JKc3weyqzbn>
FAQ document: <https://www.brantford.ca/en/your-government/resources/Documents/CorporatePlansProjects/Three-Bridges/Three-Grand-River-Crossings-PIC-3-FAQ.pdf>

This PIC explored the preliminary design alternatives for each bridge to carry out the recommended solution. The recommended preliminary design alternatives are as follows:

Lorne Bridge – Rehabilitate

- Rehabilitate in the same configuration, and no change to the cross section

Brant's Crossing Bridge – Replace with a raised structure that has:

- Through trusses in the middle and pony trusses at the end spans of the bridge
- Widen the deck of the bridge to 4m so it can accommodate cyclists and pedestrians simultaneously and improve the active transportation network
- Replace with a concrete deck that provides a smoother riding surface and will require less maintenance over time than other options
- Incorporate a lookout
- Incorporate functional lighting, and potentially aesthetic lighting that can be explored further during detailed design

TH&B Crossing Bridge – Minor rehabilitation and eventual removal at the end of useful service life

- Rehabilitate in the same configuration, and no change to the bridge deck

The next steps will be to present this Environmental Assessment and final recommendations to City Council in December.

Before any of these options are carried out, the City is working to have Brant's Crossing Bridge reopened for public use. Brant's Crossing Bridge has been closed since 2018 due to damage from the ice jam. This study identified that minimal rehabilitation and maintenance to the bridge is required to safely reopen the crossing to the public, and this work will take place at the end of November/early December. The bridge is expected to be reopened by the end of 2021 for the public to use it before winter.

I want to thank you and the rest of the CAP team for your involvement in this project. If you have any questions, please let me know.

Regards,
Gagan

Gagan Batra (Pronouns: She/Her)

Senior Project Manager, Special Projects
Public Works Commission

Corporation of the City of Brantford
P: 519.759.4150 x 5426



May 20, 2020

Chief Mark Hill
PO Box 5000
Osheweken, ON
N0A 1M0

Dear Chief Mark Hill:

**RE: Notice of Virtual Public Information Centre
Municipal Class Environmental Assessment for the
Three Grand River Crossings**

The City of Brantford has initiated a Municipal Class Environmental Assessment (EA) for three bridges over the Grand River, including the Lorne Bridge, Brant's Crossing Bridge and the TH&B Crossing Bridge. The purpose of this letter is to inform Six Nations of the Grand River of the first Virtual Public Information Centre (PIC) for this project and to invite you to provide comments.

Due to the COVID-19 pandemic, the City is arranging to provide a virtual PIC where materials will be uploaded to the City's project webpage. This first PIC will provide an overview of the project, including the EA process, alternative solutions being considered and criteria that will be used to evaluate the alternatives. All content and instructions on how to submit questions will be posted on the project webpage:

www.brantford.ca/ThreeGrandRiverCrossings

PIC boards and a video walkthrough of their content will be posted on Wednesday May 27, 2020 at 3:00 p.m. This will be followed by a two week question submission period closing June 10, 2020. A question and answers video will be posted on Wednesday June 17, 2020 at 3:00 p.m. This will be followed by a three week question submission period, closing July 8, 2020. A Frequently Asked Questions (FAQ) document will be posted on Wednesday, July 15, 2020 at 3:00 p.m.

Should internet access be problematic, please contact the undersigned or one of the project managers listed in the enclosed notice and an electronic copy on USB or hardcopy of the PIC boards can be provided. If an electronic copy is requested, a copy of the video walkthrough can also be included.

A copy of the Notice of Virtual Public Information Centre, and the associated comment form, are enclosed for your reference and to provide you with additional details. This notice is provided to the Six Nations of the Grand River Elected Council as the elected body representing the Haudenosaunee people, and on the understanding that the Elected Council will ensure that the interests of the Haudenosaunee people are represented in this process. We look forward to working with you in that regard.

To request additional information or provide comments about the study, please contact the undersigned.

Yours truly,



Mike Abraham
Manager of Infrastructure Planning

CC

Candace Lee Lickers, Communications Officer, SNGR

Fran Henry, SNGR

Lonny Bomberry, Director of Lands and Resources Department, SNGR

Weylin Bomberry, Six Nations Wildlife Management Office, SNGR

Russ Loukes, Director of Engineering Services

Sharon Anderson, Asset Management Specialist

Jack Turner, GM BluePlan

Enclos. Notice of Virtual Public Information Centre
Comment Form



May 20, 2020

Chief LaForme
2789 Mississauga Rd
RR 6
Hagersville, ON
N0A 1H0

Dear Chief LaForme

**RE: Notice of Virtual Public Information Centre
Municipal Class Environmental Assessment for the
Three Grand River Crossings**

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Yours truly,

A handwritten signature in blue ink, appearing to read 'M. Abraham', written in a cursive style.

Mike Abraham
Manager of Infrastructure Planning

CC

Fawn Sault, Senior Consultation Manager, Mississaugas of the Credit First Nation
Russ Loukes, Director of Engineering Services
Sharon Anderson, Asset Management Specialist
Jack Turner, GM BluePlan

Enclos. Notice of Virtual Public Information Centre
Comment Form