

**From:** Angela Grella

**Sent:** Tuesday, March 16, 2021 8:10 PM

**To:** Regional Clerk <ClerkGeneralLine@york.ca>; jjones <jjones@markham.ca>; Steve Pellegrini <spellegrini@king.ca>; Rosati, Gino <gino.rosati@vaughan.ca>; Bevilacqua, Maurizio <maurizio.bevilacqua@vaughan.ca>; mayor@townofws.ca; dave.barrow <dave.barrow@richmondhill.ca>; joe.dipaola <joe.dipaola@richmondhill.ca>; Emmerson, Wayne <Wayne.Emmerson@york.ca>; carmine.perrelli <carmine.perrelli@richmondhill.ca>; jtaylor <jtaylor@newmarket.ca>; tvegh <tvegh@newmarket.ca>; mquirk <mquirk@georgina.ca>; Rob Grossi <rgrossi@georgina.ca>; mayorscarpitti@markham.ca; dhamilton <dhamilton@markham.ca>; Deputy Mayor Jack Heath Markham <jheath@markham.ca>; joeli <joeli@markham.ca>; Jackson, Linda <linda.jackson@vaughan.ca>; Ferri, Mario <mario.ferri@vaughan.ca>

**Subject:** Request for Federal Impact Assessment of the Bradford ByPass

I am asking the York Region Council to support the request for the Federal Impact Assessment of the Bradford ByPass for the following reasons:

The studies and Environmental Assessment (EA) approval were given and conducted at a time when the Greenbelt and Lake Simcoe Protection Plans did not exist and climate change was not part of the conversation or evaluation. This project was started so long ago that the policy, social, environmental and economic environment is completely different. To suggest that a 20-year-old approval for such a large infrastructure project on environmentally sensitive land is adequate when the context has changed dramatically is concerning. Nonetheless, York Region staff state in their response to the Federal government:

“The Region anticipates the current provincial Environmental Assessment process for the Bradford Bypass will continue to address environmental, social, economic and health issues as well as necessary public consultation to balance the needs for all community stakeholders.”

The EA Notice of Approval is dated from 2002 and the EA was initiated in 1997. Upon reviewing the project files it would appear that only 3 public consultation sessions were completed during the late 90s on 'IF' the highway should proceed. To say that the Province and Region have completed public consultation is disingenuous, people impacted now were not old enough to be consulted or did not live in the area at the time.

The EA approval was given dependent on conditions of approval. Now almost 20 years later the government is trying to change legislation so that they can do even less than what was required then. If the proposed exemption to conditions of the EA Approval is approved the outcome will be that the government eliminates the requirement to do a Class EA and no further consultations or studies would be mandated. How can the 2002 EA approval be valid if there are exemptions to the conditions? The Minister of the day gave approval with the expectation that a Group A Class EA (Condition 4) will be done and stated specifically in the reasons for approval that public concerns about site-specific impacts would be addressed through the Conditions of Approval. To change or not fulfill the conditions would undermine the entire basis of the EA Approval

The health of Lake Simcoe is not as well as the province would like the public to believe. The Province has not met its reporting obligations under the Lake Simcoe Protection Plan and the impacts from the Bradford Bypass would be impossible to understand since the EA report is so dated and the health status of Lake Simcoe not fully understood. The Lake is under immense pressure from invasive species, urban sprawl, stormwater run-off and climate change. The

Bradford Bypass would only amplify an already stressed aquatic eco-system combined with significant impacts to wetlands and prime agricultural farmland.

Please support the request for the Federal Impact Assessment for the Bradford Bypass.

Yours sincerely,

Angela Grella (Woodbridge, Ontario)

**From:** Angela Grella

**Sent:** Tuesday, March 16, 2021 8:28 PM

**To:** jjones <jjones@markham.ca>; Steve Pellegrini <spellegrini@king.ca>; Rosati, Gino <gino.rosati@vaughan.ca>; Bevilacqua, Maurizio <maurizio.bevilacqua@vaughan.ca>; mayor@townofws.ca; dave.barrow <dave.barrow@richmondhill.ca>; joe.dipaola <joe.dipaola@richmondhill.ca>; Emmerson, Wayne <Wayne.Emmerson@york.ca>; carmine.perrelli <carmine.perrelli@richmondhill.ca>; jtaylor <jtaylor@newmarket.ca>; tvegh <tvegh@newmarket.ca>; mquirk <mquirk@georgina.ca>; Rob Grossi <rgrossi@georgina.ca>; mayorscarpitti@markham.ca; dhamilton <dhamilton@markham.ca>; Deputy Mayor Jack Heath Markham <jheath@markham.ca>; joeli <joeli@markham.ca>; Jackson, Linda <linda.jackson@vaughan.ca>; Ferri, Mario <mario.ferri@vaughan.ca>; Cc: Marilyn Iafrate <marilyn.iafrate@vaughan.ca>; Carella, Tony <tony.carella@vaughan.ca>; ROSANNA Rosanna.DeFrancesca@vaughan.ca <rosanna.defrancesca@vaughan.ca>; Sandra Racco <sandra.racco@vaughan.ca>; Alan Shefman <alan.shefman@vaughan.ca>; Regional Clerk <ClerkGeneralLine@york.ca>

**Subject:** York Region Special Council Meeting (March 18, 2021)

Dear Members of the York Regional Council,

My name is Angela Grella, and I am a resident of Woodbridge. I am requesting that the members of the York Regional Council:

- Pass a motion to withdraw support/endorsement for the proposed GTA West Corridor/Highway 413 and the Bradford Bypass.
- Pass a motion that supports the request for a Federal Impact Assessment for both the GTA West Highway 413 and the Bradford Bypass Highway so that no construction may begin until we know all the facts about their environmental impacts.
- Pass a motion instructing its planners to delay submitting York Region's Official Plan Update until proper in-person consultation may occur for the public to fully participate in the process of planning their communities for the growth period covering 2031 and 2051.

The residents of York Region have been shocked into action by the mounting anger over the PC government's decision to unilaterally ram through a highway construction project that will have devastating consequences on climate change, GTA watersheds, local ecosystems and the environment in general. The world's largest protected green space, Ontario's Greenbelt, would see the giant asphalt corridor run right along its southern edge and, in some places, right through the sensitive natural environment covered by provincial legislation. Moreover, sustaining the GTA's watershed, which prevents flooding while ensuring clean water and healthy ecosystems is critical to the health of Ontario's most populous region. Building a highway across these valuable lands goes against everything the Province has done over the last two decades to protect the environment.

The [expert advisory panel report](#) which led to the cancellation of highway 413 in 2018 outlined a number of reasons that the highway is not a good option to move people in the GTA West Region. In addition, Mississauga, Peel Regional Council, Halton Region,

Orangeville, Halton Hills, Halton Region and Vaughan have all chosen to oppose Highway 413 based on local opposition.

The mega billion-dollar cost that the Ford government would spend on this highway does not justify the 30 seconds it would save on people's commute. There is no proof that this highway will reduce traffic congestion. So why build it?

Both Highway 413 and the Bradford Bypass will wreak havoc on the environment, encourage residential sprawl and dependence on the car as a significant means of transportation. Furthermore, Ontario will also lose critical farmland to feed our growing population and support local economies. The building of mega highways is not forward-thinking and is not the only solution. Time to invest in smarter solutions. For the same \$6 billion estimated cost of the Highway 413 project, the GTA could have a first-class rail system that would take 3 times as many vehicles off the road. I advocate that the members of the York Regional Council ask that the province study other options that could replace Highway 413 and the Bradford Bypass, and request that the budget is put toward regionally connected transit, active transportation, and other sustainable modes of transportation. There are other ways of moving people and goods around. Highway 407 is underutilized and the Vaughan and Yonge Street subway lines must continue to be tunnelled north into York Region. Congestion could be solved without paving over farmland and wetlands and incentivizing sprawl. The Region of York deserves better. The Region of York has to build on its commitment to foster a region that is bikeable, walkable and sustainable.

Please do not ignore science and evidence-based arguments. It is time to critically examine our assumptions about congestion and try something new. We will never be able to widen our way out of congestion, and we need to stop wasting taxpayers' money on trying. This council has the power to oppose these destructive and unnecessary highways and I respectfully urge the council to move a motion to withdraw support/endorsement for the construction of Highway 413 and the Bradford Bypass and to pass a motion that supports the request for a Federal Impact Assessment for both the GTA West Highway 413 and the Bradford Bypass Highway so that no construction may begin until all the facts about their environmental impacts are known. A provincial environmental assessment is not enough. The province already stripped major sections out of the Highway's EA and changed the rules to allow construction to begin before the EA is even completed, so a federal environmental assessment to help determine the full impacts of these highways is critically needed.

In regards to the official plan, I am requesting that a motion unanimously be passed by York Regional Council, instructing its planners to delay submitting York Region's Official Plan Update/Review until proper in-person consultations may occur for the public to fully participate in the process of planning their communities for the growth period covering 2031 and 2051. The motion is in recognition that the pandemic is diverting the public's attention to personal issues, and the public is distracted from local political processes and decision-making. The principle is the belief that the public has a right to understand the implications of a plan that stretches 30 years into the future while potentially threatening agriculture in the Region of York and thwarting efforts to reduce greenhouse

gas emissions. It is unacceptable that the process must continue, during a pandemic, in order to meet the Provincial deadline.

Sincerely,  
Angela Grella (Woodbridge, Ontario)