

From: Sharen Bruck

Sent: Wednesday, March 17, 2021 11:59 AM

To: Regional Clerk <ClerkGeneralLine@york.ca>

Cc: Emmerson, Wayne <Wayne.Emmerson@york.ca>; Karen Cilevitz - Richmond Hill <karen.cilevitz@richmondhill.ca>; joe.dipaola <joe.dipaola@richmondhill.ca>; carmine.perrelli <carmine.perrelli@richmondhill.ca>

Subject: Stop Highway 413 movement!

My name is Sharen Bruck. My husband and I have been homeowners in Richmond Hill since 1973 and now own a unit in a condominium in Richmond Hill.

Over the years, I have watched how the environment has been impacted by the destruction of many Greenbelt areas which has been increasing greenhouse gas emissions which, has resulted in harm to our health due to more air pollution and this, in turn, has caused many municipalities of York Region to declare a Climate Emergency, resulting in taxes in the billions.

I am writing to support the requests to designate both the GTA West Highway (Highway 413) and the Bradford Bypass projects for a federal environmental assessment pursuant to the Minister's power under s.9(1) of the Impact Assessment Act.

These 400-series highways will cause irreversible environmental damage within federal jurisdiction, including harm to fish habitat, multiple federal species at risk, and dozens of significant wetlands, forests, and important ecosystems. They will pave over thousands of hectares of Ontario's Greenbelt and bulldoze people's homes. Without a proper environmental assessment from the federal government, we may never fully know the extent of these impacts until it's too late.

The Ontario government has proposed significantly weakening the provincial environmental assessment process for both projects. The proposal for the GTA West Highway would allow "early works" such as bridges over watercourses to proceed before the EA is even complete. The Bradford Bypass project would be allowed to proceed with construction through the Holland Marsh based on an outdated 23-year-old EA. The original EA approval was conditional on performing additional studies on archaeological resources, stormwater management, hydrogeological systems (including the development of a groundwater protection plan),

noise, and compliance monitoring. The Province has proposed an exemption to all of these conditions.

Both of these controversial highways have generated significant public concern over many years. Thousands of Ontarians have already written to the Province asking them to reconsider the dangerous and unnecessary GTA West proposal, and the Bradford Bypass proposal has remained contested despite being dormant for over two decades. Both proposals have received significant media coverage.

These highways would also increase vehicle traffic at a time when the federal government has pledged to cut carbon emissions from transportation. The current assessment process includes no consideration of the climate change impacts of the more than one hundred thousand vehicle journeys per day that these highways would add to Ontario's roads.

I am sincerely urging Council to move a motion to oppose Highway 413, and vote to support a full Federal Environmental Assessment for both highways, so that no works can begin until we know all the facts about their environmental impacts.

Given the high levels of public concern, and the continued failure of the provincial government to honour its commitments to protect human and environmental health, we are calling on the federal government to designate these highway projects for a federal environmental assessment. If the Ontario government won't protect our environment, the federal government needs to step in now.

Thank you,

Sharen Bruck