

March 16, 2021

To: York Region Council

As a life-long resident of York Region and a concerned citizen, I am asking the York Region Council to support the request for the Federal Impact Assessment of the Bradford ByPass.

The Environmental Assessment (EA) for this project is over 20 years old; therefore, it pre-dates the Greenbelt and Lake Simcoe Protection Plans, and does not consider the impacts of climate change. To suggest that a 20-year-old approval for such a large infrastructure project on environmentally sensitive land is adequate when the policies and environmental, social, economic and health contexts have changed dramatically is concerning. Also, I understand there was very limited public consultation in the late 90's regarding this project, so why should citizens trust that "necessary public consultation" would be any better this time.

The preliminary EA predicted severe water quality impacts to groundwater and surface water in the Lake Simcoe watershed for which there is still no mitigation plan. Today, Lake Simcoe 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. This 4-lane highway project would cut through designated provincially significant wetlands, high-quality woodlands, and natural heritage features of the Greenbelt. It would destroy sensitive wildlife habitat and transect prime agricultural land.

It is well known that highways do not solve traffic congestion problems, but rather encourage more vehicular travel. This in turn results in more vehicles on the road, more greenhouse gas emissions, and more pollution. What is the cost-benefit analysis of this proposed highway? What will be the total cost to Ontario taxpayers? How exactly will it impact Lake Simcoe and its watersheds? What will be the effect on the Holland Marsh, "Ontario's Salad Bowl"? What will it do to the town of Bradford and its small businesses? An independent, comprehensive impact assessment study is necessary.

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

Yours sincerely,

Catherine Wellesley

March 17, 2021

To: York Region Council

As a resident of Newmarket and owner of commercial property in King City, I am requesting York Region Council to:

1. Reverse endorsement for the GTA West Corridor / Highway 413; and
2. Support the request for a Federal Impact Assessment.

The GTA West/413 Highway is a redundant and unnecessary highway. Its construction would destroy productive farmland, valuable forests, precious wetlands and protected Greenbelt lands and conservation areas, as well as cause thousands of job losses — all while costing taxpayers billions. Right now Highway 407 is underused; yet the province is proposing to build another east-west toll highway just 15 km away. It makes no sense.

There has been little to no public support for this highway so it would be extremely concerning if York Region Council chose to continue to endorse the GTA West Highway. York Region must join Mississauga, Vaughan, Halton Hills, Halton Region, Orangeville and the City of Toronto in calling on the province to cancel plans for the proposed highway; and vote along with Brampton, Vaughan, Caledon, Peel Region and the City of Toronto in requesting a federal environmental assessment.

Climate change is here and demands urgent action by all levels of government. Please do not rush on something this important.

Best Regards,

Catherine Wellesley