

From: Nicholas Dargus
Sent: Monday, January 10, 2022 7:46 PM
To: Regional Clerk <ClerkGeneralLine@york.ca>
Subject: Committee of the Whole January 13 2022 -- RE: Bradford Bypass

Good evening York Region Councilors,

I am respectfully requesting that York Region Council withdraw its support for the Bradford Bypass and instead request that the Federal Government conduct a full impact assessment for this project. I'm not asking for the project to be cancelled, but rather to have proper due diligence and justification given the previous studies were completed back in 1997 (over 25 years ago) with a number of items outstanding. Have we looked at all the options? Do we understand the risks, do we understand the impacts? Did you know that Bradford already has 3 Hwy 400 interchanges (Canal, Line 5, and Hwy 89), with 2 municipal Town bypasses that go around the Bradford downtown core (Dissette and Marshview)? How many bypasses can one little town have?

I was born and raised in Newmarket and have frequented the Holland Marsh so much I settled here with my family!! I have a well as my primary source of water; which will be contaminated by this highway. And all of that contamination will flow directly into Lake Simcoe causing irreversible environmental damage. The Ontario government has significantly weakened the provincial environmental assessment process for the Bradford Bypass via an exemption to the Environmental Assessment Act on October 7, 2021. As a result, the Bradford Bypass project is being allowed to proceed with construction through the Holland Marsh based on that outdated 25 year-old EA.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 now exempted itself from all of these conditions. Meaning this proposal seeks to remove or weaken studies that were required for protection of public health and Indigenous rights.

The Ontario Professional Society of Engineers has clearly stated that "These studies are out of date. The EA process and requirements have changed drastically throughout this time frame, and so has the environment. The province should ensure a new robust EA is conducted. Construction should not start without a proper EA in place.". With the current Provincial exemption, Ontario is working on the tender process to begin Early Works Construction in Bradford, before the final route designs are done. I find it concerning that early works and tax payer dollars can be spent in advance of having a proper plan or knowing all the available options. (OPSE article: https://ospe.on.ca/advocacy/bradford-bypass-and-evidence-based-decision-making/?fbclid=IwAR2s_AmGm46BZXGPH76shFa2AzJYSZ_jXuOyi-Ez0PTZ4O9MP9QfvXL4-s).

The Bradford Bypass will not alleviate congestion in the South Lake Simcoe region, it will actually increase congestion and produce sprawl. Current MTO's studies (published on the MTO project site) show that the Bradford Bypass will increase congestion on both Hwy 400 and 404 (as a result of induced demand), and congestion on the Bypass itself at the Bradford interchange. The Bradford Bypass is less than 1 Km north of the existing regional roads which are used by out-of-the-way-travellers and will not materially reduce travel time for this type of travel. The only appropriate solution for this type of travel is the previously, substantially EA approved, Hwy 89 Extension connecting the west side of the Holland River with Ravenshoe Road on the east side of the river. Finally the Long distance commuter traffic between highways 400 and 404 should not be co-mingled with Bradford and East Gwillimbury local traffic as will be the case with the Bradford Bypass. This traffic would be better served by one of the corridors south of Newmarket identified in the original 1997 EA Study.

At present there are 7 watershed municipalities in and around the Lake Simcoe watershed and 63 organizations (<http://www.ontarioriversalliance.ca/wp-content/uploads/2021/12/2021-12-08-DesignationRequest-Bradford-Bypass-no-electronic-sigs.pdf>) that have asked for a Federal Impact Assessment of this project to ensure proper due diligence is done. The state of Lake Simcoe and my

own well and community are in jeopardy!! The Conservative Government and MTO are pushing aggressively for these projects for political gain (there are many articles about Conservative supporters owning much of the land that will be expropriated for the highway <https://www.thestar.com/news/investigations/2021/10/31/bradford-bypass-ford-government-secrecy.html>). 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 must complete a proper due diligence that looks at all the options of this Bypass and what is best for the people of Ontario, not what is best for Conservative benefactors.

Sincerely,

Nicholas Dargus
East Gwillimbury, ON