

**From:** Paul Jafine  
**Sent:** Sunday, January 9, 2022 11:47 PM  
**To:** Regional Clerk <ClerkGeneralLine@york.ca>  
**Subject:** Committee of the Whole January 13 2022

The life or death of Lake Simcoe will be the most important decision made in 2022. Allowing the Province of Ontario to build the Bradford Bypass with your support will be the most tragic decision ever made by the Regional Municipality of York.

The Ontario Professional Society of Engineers has clearly stated that "These studies are out of date.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."

The Province of Ontario is doing early work construction, and expropriating homes along the route before the EA is complete.

Please read the enclosed article written by The Ontario Professional Society of Engineers.

[https://ospe.on.ca/advocacy/bradford-bypass-and-evidence-based-decision-making/?fbclid=IwAR2s\\_AmGm46BZXGPH76shFa2AzJYSZ\\_jXuOyi-Ez0PTZ4O9MP9QfvXL4-s](https://ospe.on.ca/advocacy/bradford-bypass-and-evidence-based-decision-making/?fbclid=IwAR2s_AmGm46BZXGPH76shFa2AzJYSZ_jXuOyi-Ez0PTZ4O9MP9QfvXL4-s)

The Regional Municipality of York needs to evaluate alternatives to building a new highway. Investigate the cost of regional road improvements. Study the cost of connecting the areas to be served with better public transportation options.

There are 7 municipalities in the Lake Simcoe basin watershed that have asked for a Federal Impact Assessment of this project. Because the project has been exempted from completing a full EA, which is a very undemocratic action taken by the Province of Ontario future studies do not have to impact decisions made about the route or the project. The government of Ontario and MTO are pushing aggressively for these projects, yet, public support is low and numerous municipalities have expressed reservations.

Please read the letter regarding the Lower Landing archaeological site in the enclosed attachment.

We must save Lake Simcoe by looking at alternatives to building the Bradford Bypass.

yours very truly

Paul Jafine  
East Gwillimbury ON



January 7, 2022

Dear Premier Ford and Ministers:

Re: Bradford Bypass

*I am the chair of the Ontario Marine Heritage Committee, an organization deeply invested in the preservation, protection and interpretation of Ontario's marine history. I am also a licenced land and marine archaeologist in Ontario, so am bringing forth all of my experience to voice our collective concerns regarding the development and secondary impacts that the Bradford Bypass will have on all of the water bodies that the proposed development crosses or is adjacent to. In particular we have a deep concern regarding the location of the Lower Landing on the East Holland River. The Lower Landing, its location interpreted incorrectly by provincial government on an historic plaque, is located directly in the area that will be impacted by the development of the Bradford bypass. The site has been located on land and it extends into the waters of the East Holland River itself. This river has a recorded meander belt width of between 161 and 310 metres, so this is not surprising that the site lies partially submerged.*

*The site, BaGv-42, is of provincial significance! It should be avoided and protected at all costs. This includes adjacent areas that have yet to be fully archaeologically assessed, including the East Holland River environs. Historic accounts indicate that Lot 118 (location of the site) was a terminus for a stagecoach run, a possible shipbuilding location, a point of launch for historic excursion boats, a place for deposition of cannons for the War of 1812, a fort, and a trading and gift exchange place with the Indigenous people.*

*The land archaeological assessment first conducted in 1996 was NOT conducted to the standards of today, and was inadequate at best, definitely incomplete, and there was no background research conducted for the "Stage 2" assessment completed here. Areas were simply not assessed, based on lack of information regarding the site and standards of the day. There was subsequent "Stage 3" work done, but this is also considered inadequate, and the report itself states that more work needs to be completed. It has been brought to our attention that more land archaeological work has been completed recently, however, other than a cursory examination by the Ontario Marine Heritage Committee, no work has been done in the water.*

*The OMHC was invited to participate in discussion regarding alternatives, but it was stated at the outset that only alternatives were to be discussed, not a complete objection to the project. It is disturbing to say the least that the Ontario government is attempting to quell any opposition to this project given that we live in a democratic society where voices are encouraged to be heard. This edict is in direct*

*opposition to the right of freedom of speech. In addition, I asked why there was no Indigenous representation at the meeting I attended. I was told that they would be having a separate meeting, but this is disheartening, as Indigenous representatives do not hear what is being said by all of the other stakeholders and must work in isolation.*

*The Bradford bypass will have multiple downsides. It will increase salinity of all water bodies and pollute ground water which is very shallow in the East Holland River area. This puts the health of current and future residents at risk. The salinity will kill animals, herptiles, fish, birds and plants. The increased salinity will affect artifacts both on land and in the water for archaeological sites. Increased noise and air pollution, particulates from tires on the road, etc. will effect the environment and humans. These negative outcomes cannot and should not be ignored.*

*At the meeting, I voiced in strong terms that the archaeological site is of provincial significance. Its significance cannot be understated. While I received a response of "intent" to protect the site from a representative of the Ministry of Transportation, I am fully aware that intent does not equate to action.*

*On behalf of the Ontario Marine Heritage Committee, I am requesting that the site, BaGv-42, the Lower Landing and associated historic elements (in-water and on land), be protected and avoided at all costs. This site marks one of the earliest historic sites in Ontario, and any destruction of the site is a loss for all people in Ontario. In a time when we so desperately need good news in face of all the adversity caused by Covid and the downturn in the economy, highlighting and protecting this site will be seen by Ontarians as the government stepping forward and recognizing that the past is an integral part of our present and our future.*

*Sincerely*

*Scarlett Janusas  
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*cc: Minister Mulroney  
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