

From: Rob M

Sent: Monday, January 10, 2022 6:20 PM

To: Regional Clerk <ClerkGeneralLine@york.ca>

Subject: Committee of the Whole January 13 2022 -- RE: Bradford Bypass

Good Evening York Region Councillors,

It has come to my attention that the Bradford Bypass Highway will be discussed at your upcoming Committee of the Whole on January 13th.

I write to you today for two reasons:

1. To express grave concern with the way the provincial government is handling this massive and potentially disastrous project.
2. To request that you rescind your support for the Bradford Bypass by [demanding a Federal Impact Assessment](#). This project affects us all. We need to hold each other accountable and ensure that all associated work is completed with diligence, transparency and integrity.

I am a lifelong resident of York Region. Born and raised in Markham, and now living with my young family in Holland Landing; less than 100 meters from the proposed site of the Bradford Bypass highway. If this project proceeds as proposed, [fast-tracked under the guise of the recent "Bradford Bypass Exemption Regulation"](#), it will cause irreparable harm to Lake Simcoe and the incredibly fragile wetland ecosystem surrounding the lake. On a personal level, my family and I will have no choice but to leave our "forever home" due to the intolerable road noise, pollution, contaminated well water and dramatic change to the floodplain where our home resides. In addition to the inevitable human and environmental harm this highway will cause, it will also completely destroy the Lower Landing Heritage Site at the Holland River East Branch, which is recognized by many historians as one of the earliest and most influential historical sites in Ontario. (Please see the attached letter, sent to the Provincial Government by the [Ontario Marine Heritage Committee](#)).

I have read every shred of information available on this topic, and could easily write another 10 pages as to why this project (as proposed) is a terrible idea, but I will sum it up...

- This project is relying on a 25 year old environmental assessment. It predates the Lake Simcoe Protection Act, and simply put, if the Bradford Bypass was proposed as a new project today, it would not meet the rigor and guidelines set forth in the act.
- No alternate routes have been, or will be considered. Why must we build a 4 lane "Gardiner Expressway" through such an environmentally sensitive area?
- The Bradford Bypass will not alleviate congestion in the South Lake Simcoe region, it will actually increase congestion and produce sprawl. *MTO's own studies* show that the Bradford Bypass will increase congestion in the long-run as a result of induced demand.

- The Provincial Government has politicized the project and is using it as a wedge issue in the upcoming election. This is not a game. We only get one shot at protecting the environment and planning our communities. Multi-billion dollar projects demand the utmost diligence and councils have a stewardship duty to ensure that need and justification have been properly established for this project *in this location*.
- Even the Ontario Society of Professional Engineers [highlighted major concerns](#) with the way the project is being handled and the lack of evidence based decision making. Rather than seriously consider these expert concerns, a few months after this article was published, the Ford Government pushed through the Bradford Bypass Exemption Regulation.

I don't dispute the idea of improving our roads or transit infrastructure, or adding additional east-west routes between Hwy 404 and 400 as justified and necessary. However, I am appalled by the idea that the only solution being considered is a highway, which must be built in this specific location, as fast as possible.

Given the avalanche of opposition and concern raised by citizens, engineers, environmentalists, archeologists, land planners, farmers, etc...It would be irresponsible and negligent to proceed with this project as proposed. The provincial government has shown that it is unwilling to act responsibly and in the best interest of ALL Ontarians. Thus, it lands on us to hold them accountable.

Please reconsider your support for the Bradford Bypass.

Please protect the environment and your constituents by joining [63 organizations and 7 other watershed communities](#) in calling for a Federal Impact Assessment.

Whether you believe that we need this infrastructure or not, we should all agree that future generations deserve our diligence. We simply can't be fast tracking multi-billion dollar projects with so much risk and so many unanswered questions.

Thank you for your consideration.

Robert Manocchio



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
Chair, Ontario Marine Heritage Committee
269 Cameron Lake Road
Tobermory, Ontario N0H 2R0
jscarlett@amtelecom.net
519-596-8243
Mobile 519-374-1119*

*cc: Minister Mulroney
Minister Elliott
Minister MacLeod
Minister Rickford
Minister Piccini
Minister Surma
Minister Thompson
Margaret Prophet, Simcoe County Greenbelt
Toronto Star
Globe and Mail
Simcoe County News
CBC*