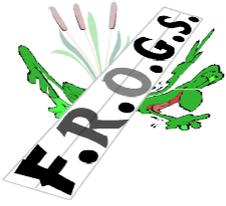


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FORBID ROADS OVER GREEN SPACES]

May 17, 2022

Regional Chair Emmerson and Regional Councillors
York Region
17250 Yonge Street
Newmarket, ON
L3Y 6Z1

By Email

Dear Regional Chair Emmerson and Regional Councillors;

Re: Statutory Public Meeting - Thursday May 19, 2022 – York Region Official Plan

Please consider this communication in your deliberations concerning the review of the proposed new 2051 Regional Official Plan.

By means of this letter, we are respectfully requesting and recommending York Region Council postpone its approval of this proposed Official Plan until it is in possession of the necessary foundational information to know that the plan can be legally and safely implemented.

Our primary concern is that this entire plan and its very significant proposed population growth is dependent upon phantom waste water servicing infrastructure. This also has a major impact on potable water servicing. The current plan is based upon the implementation of a local Waste Water Reclamation Center which will discharge purified water into Lake Simcoe. A roughly equivalent amount of fresh water will be sourced from local ground aquifers. A number of regional wells have recently been completed to perform this service. The objective is to ensure that we balance the amount of water being taken from our aquifers with the amount being returned to the same watershed (the Lake Simcoe Basin) so that we don't overdraw the aquifers. This critical foundational planning strategy was brought to a screeching halt in October 2021 by the province's passing of the York Region Wastewater Act, 2021. This Act terminated any further consideration by the province of the EA Study submitted by York Region to obtain EA approval of this proposed waste water servicing solution.

We encourage you, as our elected officials, to ask yourselves how you can, in good conscience, plan for this massive sprawl type development in the Lake Simcoe Watershed when you do not have an approved / identified, environmentally acceptable way of providing sewage servicing? The province's expert panel likely won't have an answer to the servicing question until closer to the end of its term of office in December of this year. Who knows, maybe science will finally prevail and we will come to the realization that this extremely environmentally fragile South Lake Simcoe Basin cannot accommodate all of this planned development!

On a similar note, we think it is important to point out that the new population forecasts for East Gwillimbury and Bradford West Gwillimbury call for a 400% population increase from that envisaged in the 1997 Bradford Bypass EA Study which was approved in 2002. Even at that time, MTO stressed the Bradford Bypass was not intended to handle local / inter-regional travel demand. MTO stressed that addressing this travel demand was a local responsibility. We believe the best solutions for that demand are:

1. A Regional Road crossing the Holland River (West Branch) connecting Bradford's 8th line to East Gwillimbury's Hochreiter Rd. This would then connect to Queensville Sideroad via Bathurst St. This proposed regional road would double the east / west traffic capacity through Bradford.
2. A Regional Road connecting Simcoe's 12th line on the West Side of Holland River with Ravenshoe Road on the East side of Holland River. This regional road would address the out-of-the-way travel between Barrie/ Innisfil and Keswick / Brechin. This road will dramatically reduce traffic on County Road 4, Queensville Sideroad and Leslie Street. These are the roads currently used to handle this out-of-the-way travel.

We encourage you to look at our Fact Sheet concerning the need for a comprehensive new study of these problems which includes maps showing these recommended solutions.¹ Have York Region and Simcoe County ever discussed these types of solutions? Or are these Regions content to rely on the Province to build a controlled access highway right through the middle of the inevitable sprawl type residential neighbourhoods this highway will promote?

These "local" solutions will be foreclosed by the proposed Bradford Bypass. The result will be a Bradford Bypass "parking lot" running through the center of Bradford and Queensville during all rush hours. Unless the Bradford Bypass is either built along the Ravenshoe Road Corridor, (which MTO rejected in their original study) or on one of the locations originally considered south of Newmarket, the level of sprawl and traffic congestion caused by this highway in this corridor will become unbearable. Surely that's not what we want for our families and future generations!

The only reason for approving this Comprehensive 2051 Official Plan now is to satisfy the ego of our autocratic provincial premier. Please act responsibly and refuse to pass this new Official Plan until you have all of the fundamental foundational components properly worked out.

Also, please ask yourself the question: What will we do if something currently inconceivable occurs, such as Ford not winning a majority on June 2 and the Bradford Bypass is permanently killed? How will this effect our Official Plan considering all the employment areas planned in the vicinity of this highway?

Respectfully submitted:

C.W.D. Foster
Chair
Forbid Roads Over Green Spaces

¹ <https://frogs.ca/wp-content/uploads/shared-files/Reasons-why-a-totally-new-holistic-study-which-is-not-restricted-to-MTO-is-needed-.pdf>