

Hello Mayor and Councillors:

I have just been advised that Scugog Council has passed a resolution requesting a Federal Impact Assessment for the province's proposed Bradford Bypass.

I believe this resolution was prompted by a letter dated November 16, 2021 from Rescue Lake Simcoe Coalition and Simcoe County Greenbelt Coalition to Scugog Council. I believe a similar letter was sent to your council. Both this letter and Scugog Council's resolution are attached to this email.

FROGS is one of the three groups of affected local residents that jointly submitted a formal request for a Federal Impact Assessment to Honourable Steven Guilbeault, Minister of the Environment and Climate Change Canada. Our letter is dated November 9. We understand comments concerning this request will be accepted until December 9 and therefore request that matter be given your prompt attention. Our request can be viewed at:

https://frogs.ca/wp-content/uploads/shared-files/Federal-Impact-Request-for-Bradford-Bypass-November-9-2021-FROGS-STPP-CCKT-digitally-signed_Signed.pdf

In support of Rescue Lake Simcoe and Simcoe County Greenbelt Coalitions, I have prepared a PowerPoint presentation addressing council's Duty of Care. A video of this presentation can be viewed at: <https://frogs.ca/wp-content/uploads/2021/12/Duty-of-care-Dec-2-2021.mp4>

Also attached is our Fact Sheet entitled: REASONS WHY WE NEED A TOTALLY NEW HOLISTIC STUDY NOT RESTRICTED TO MTO'S MANDATE. This also includes suggested alternative routes and other potential solutions.

We request and recommend your support for our request for a Federal Impact Assessment of the Bradford Bypass.

Respectfully Submitted.

Bill Foster

On behalf of:

Forbid Roads Over Green Spaces



REASONS WHY WE NEED A TOTALLY NEW HOLISTIC STUDY NOT RESTRICTED TO MTO'S MANDATE

BACKGROUND

- The 1997 EA Study only addressed MTO's mandate – (essentially the safe movement of long distance travel).
- MTO acknowledged there were likely other solutions but stressed that these were local government responsibilities.
- Local governments and the public, having just endured the subsequently abandoned, substantially EA approved, Hwy 89 Extension EA, thought the Bradford Bypass was simply an upgraded replacement for the Hwy 89 Extension EA.
- To this day, local governments, especially Bradford's mayor, profess that the Bradford Bypass is desperately needed to address local traffic congestion.
- The Bradford Bypass 1997 EA says that the Bradford Bypass will not resolve local traffic congestion – this is a local responsibility.
- The 1997 EA relied upon the municipal Official Plans for travel demand purposes.
- The current Regional Municipal Comprehensive Review informs us that projected 2051 growth targets are dramatically larger than those used for the 1997 EA Study. (East Gwillimbury Population 2009: 23,000 – Projected 2051 – 135,000).
- The recent Innisfil Orbit MZO will permit expansion of Innisfil's current 40,000 population to as much as 150,000. This will further aggravate out-of-the-way-travel problems south of Cooks Bay.

PROBLEM

- There are clear limits to the amount of salt Lake Simcoe can absorb. If the Bradford Bypass is built in the current planned corridor, it will cross both branches of the Holland River with four lane roadways carrying high volumes of high speed traffic and in the winter, emitting high concentrations of salt runoff.
- Although the 1997 EA indicates the Bradford Bypass is solving the out-of-the-way-travel problem, it is not. The Bradford Bypass is only about 1 km closer to Cooks Bay than the currently used Queensville Sideroad route (out-of-the-way-travel reduced to 11 km). The Bradford Bypass will not address local traffic congestion in Bradford because this is primarily caused by out-of-the-way-travel and trips to Newmarket.

- The magnitude of these local problems was not appreciated in the 1997 EA study. At that time, these local problems were treated as insignificant and something local governments should consider addressing at some time in the future. Over the next 5 to 20 years, these local problems will become compelling!
- The logical solutions to these local traffic problems are arterial roads over the Holland River at Ravenshoe Rd and Hochreiter Rd. (see attached TAB 1).
- **Given the impact on Lake Simcoe, by the then pre-existing Bradford Bypass, these logical local solutions will be pre-empted by the Bradford Bypass (which will cross the West Branch of the Holland River immediately north of Hochreiter Rd).**

SOLUTION

- Conduct a comprehensive EA study to address both Provincial and Municipal travel problems and solutions. (This is what should have been done for the 1997 EA Study)
- Locate the Hwy 400 – 404 link south of Newmarket. Had the consultants known then what we know now, according to their selection chart, they would have chosen an outer ring road corridor south of Newmarket. (See attached TAB 2).

BENEFITS

- Comprehensive planning to accommodate provincial Places to Grow Act, requirements which can be incorporated in future Transportation Master Plans and Official Plans.
- Local traffic / transportation problems will be addressed in a properly planned, environmentally sensitive manner.
- MTO's stated objective of separating long distance travel from local travel will be achieved. (Local and Long Distance Travel is combined with the Bradford Bypass).
- Cost of the Hwy 400 – 404 link will be dramatically reduced.
 - No need to float the highway over the high and at times surface water table covering approximately 70% of the East Gwillimbury section of the Bradford Bypass route.
 - Elimination of piles for the elevated portion of the Bradford Bypass. (Water Reclamation Center tests show these will have to be driven 20 – 50 meters deep)
- Preservation of the Lower Landing, a pre-historic and historic site of national importance which the Chippeaws of Georgia Island want left totally untouched. (See attached TAB 3).

Enclosures:

- 1) Local arterial road solutions
- 2) 1997 EA Study Corridors Studied and Assessment Chart.
- 3) 1998 Letters from Chippeaws of Georgina Island



Imagery ©2021 Google, Imagery ©2021 CNES / Airbus, First Base Solutions, Landsat / Copernicus, Maxar Technologies, Map data ©2021 1 km

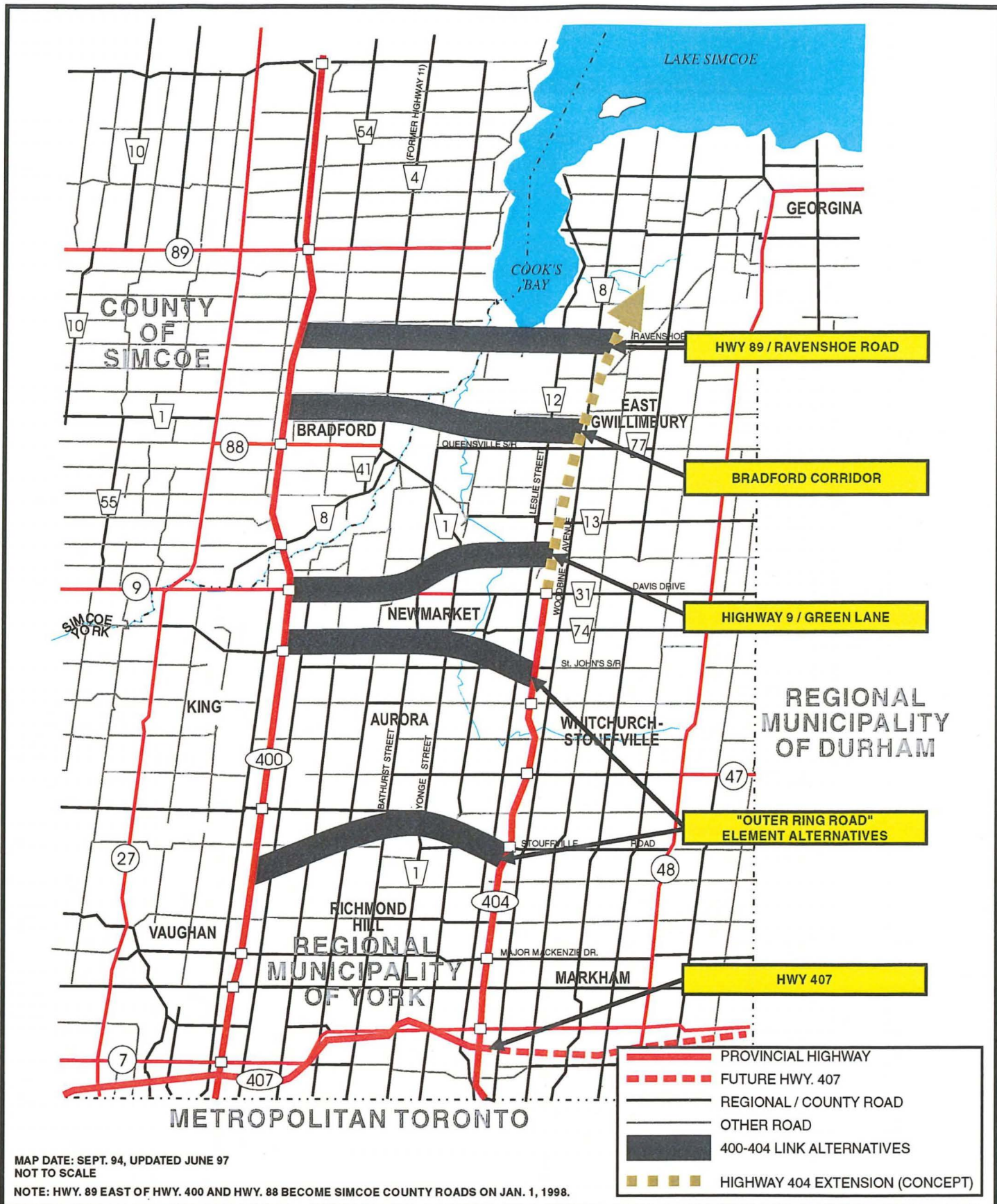
Connect Ravenshoe Road to Hyw 89 via Line 13 and 20th Sideroad

 Location of proposed bridge



Connect Queensville Sideroad to Bradford's 8th Line via Bathrust St. and Hochreiter Rd.

Roads in Yellow are existing routes through Bradford. New route, marked in green with red for new construction, would double the east / west capacity of roads through Bradford



MAP DATE: SEPT. 94, UPDATED JUNE 97
NOT TO SCALE

NOTE: HWY. 89 EAST OF HWY. 400 AND HWY. 88 BECOME SIMCOE COUNTY ROADS ON JAN. 1, 1998.

**HIGHWAY 400 TO HIGHWAY 404 EXTENSION LINK
(BRADFORD BYPASS) ROUTE LOCATION
AND ENVIRONMENTAL ASSESSMENT STUDY**

CORRIDORS

**EXHIBIT
E-5**

Newmarket / Bradford

FACTOR / CRITERION	RATING				Better	Worse	Better	Worse
	SOUTH OAK RIDGES	AURORA / NEWMARKET	HIGHWAY 9 - GREEN LANE	BRADFORD				
1. TRANSPORTATION								
1.1 Traffic Operating Speed	●	●	●	●				X
1.2 Traffic Volume	●	●	●	●	X			X
1.3 Traffic Operations	●	●	●	●				X
1.4 Safety	●	●	●	●				
1.5 Efficiency	●	●	●	●			X	
1.6 Network Aspects	●	●	●	●		X		X
1.7 Financial	●	●	●	●				X
1.8 Construction	●	●	●	●				
1.9 Staging	●	●	●	●	X			
2. NATURAL ENVIRONMENT								
2.1 Fisheries and Aquatic Habitat	●	●	●	●		X	X	
2.2 Wildlife	●	●	●	●	X			
2.3 Vegetation	●	●	●	●	X			
2.4 Wetlands	●	●	●	●	X			X
2.5 Groundwater	●	●	●	●	X		X	
2.6 Surface Water	●	●	●	●	X			
2.7 Greenways and Open Space Linkages	●	●	●	●		X		
2.8 Soil	●	●	●	●	X			

FACTOR / CRITERION	RATING			
	SOUTH OAK RIDGES	AURORA / NEWMARKET	HIGHWAY 9 - GREEN LANE	BRADFORD
3. SOCIAL ENVIRONMENT				
3.1 Aesthetics	●	●	●	●
3.2 Highway and Construction Noise	●	●	●	●
3.3 Community / Recreation	●	●	●	●
4. ECONOMIC ENVIRONMENT				
4.1 Agriculture	●	●	●	●
4.2 Commercial / Industrial	●	●	●	●
4.3 Special Land Use Strategies	●	●	●	●
4.4 Property Waste and Contamination	-	-	-	-
4.5 Aggregates	●	●	●	●
5. CULTURAL ENVIRONMENT				
5.1 Archaeology	-	-	-	-
5.2 Historical	-	-	-	-
6. APPLIED ENVIRONMENTAL CONDITIONS				
6.1 Stormwater Management	●	●	●	●
6.2 Erosion and Sedimentation Control	●	●	●	●
6.3 Sustainable Development	●	●	●	●

Score
Aurora: 11
Bradford: 9

● Good / Most Preferred
● Fair
● Poor / Least Preferred

8 3 3 6

HIGHWAY 400 TO HIGHWAY 404 EXTENSION LINK (BRADFORD BYPASS) ROUTE LOCATION AND ENVIRONMENTAL ASSESSMENT STUDY

COMPARISON OF ALTERNATIVE FREEWAY CORRIDORS

EXHIBIT 3-12

The red 'x's reflect subsequently discovered issues - archaeological site on Lot 118 and Lake Simcoe Protection Act.



Chippewas of Georgina Island
R.R. #2, SUTTON WEST, ONTARIO
L0E 1R0

Phone: (705) 437-1337

Fax: (705) 437-4597

July 8, 1998

To Whom It May Concern:

It has come to our attention that one of the proposed "Bradford by-pass" routes goes through a historically significant Aboriginal site on the Holland River. While we are not opposed to the connection of the 404 to the 400, it is a major concern to us that this site may be buried under a Freeway. This site was critical and instrumental to the formation of Canada and one of the contributing factors which brought our people to take up a permanent settlement on Lake Simcoe's south shore. These grounds have had only preliminary excavation but appear to have been used for over one thousand years. The value of this place cannot be underestimated.

It is not our intention to impede progress, however we do not want to see a significant piece of history such as this lost forever. Not only is the camp a home of our forefathers, but given the Nomadic nature of the times, and the length of time this site was used, there will undoubtedly be burial grounds in this area.

It is obvious that there are other routes, which can be used to connect these major highways, and we hope that another will be selected.

Rob Porte
Cultural Portfolio
Georgina Island Council



Chippewas of Georgina Island
R.R. #2, SUTTON WEST, ONTARIO
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Environmental Assessment Branch	
RECEIVED	
DEC 17 1998	
To _____	Env. File # _____
Public Record <input type="checkbox"/>	Full Text <input type="checkbox"/>

December 14, 1998

To Whom It may concern:

To further my letter of July 8/98, regarding the Bradford Bypass issue.

Georgina Island First Nation is opposed to any construction or development including road construction and archeological digs at the site known as Lower Holland Landing. We will continue to be opposed to anything that disturbs or destroys this ancient place. ~~My reason not to call for a designation by Historical Sites Monuments Board is that these people may dig-up this site and open it up like a tourist attraction. This place must remain undisturbed. I assure you we~~ will be opposed to this as long as it is considered an option.

Rob Porte
Chippewas of Georgina Island

P.S. ~~Ravenshoe Road in Keswick would be cost effective and cross less marsh land.~~