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[FORBID ROADS OVER GREEN SPACES]

March 16, 2022

To all Lake Simcoe Watershed Regional and Municipal Politicians
Distributed by Email through the Municipal Clerk

Dear Mayor and Councillors.

I thought it appropriate to personally advise you of developments pertaining to the Bradford Bypass, Transportation Master Plans and your Official Plans, all of which are important items for you to address over the ensuing few months.

On Monday March 14, 2022, Forbid Roads Over Green Spaces together with six major Environmental Advocacy entities launched a judicial review application concerning the Federal Minister of Environment and Climate Change's refusal to designate the Bradford Bypass for a Federal Impact Assessment. Our Press Release for this is available at: <https://frogs.ca/wp-content/uploads/shared-files/Bradford-Bypass-Media-Release-Mar-16-2022-Copy.pdf>

Having looked at some of the voluminous documentation that you are likely being confronted with, both from your staff and many constituent groups and individual constituents, this all seems overwhelming.

As much as I hate to step back in time to the Mike Harris days, I think he had the proper recipe for handling this deluge of information.

He called it Common Sense. I encourage you to try this approach between now and the next municipal election to avoid getting mired in the minutiae.

Cutting through all the technical jargon, I think you will find the following key points are all you really need to make sound Common Sense decisions as elected representatives of your community.

Growth

- The Province is forcing huge growth upon many of our communities. East Gwillimbury is and will likely continue to be the fastest growing community in Canada.¹

Population – Actual and Forecast

	2016	2051	Increase (000's)
East Gwillimbury	23,991	127,000	103 / 429%
Bradford	36,560	85,610	62 / 168%

Sewage

- The province has abandoned the Environmental Assessment Application for the York Region Water Reclamation Center.² There is now no identified means to provide sanitary sewage for growth in northern York Region beyond current levels, especially considering East Gwillimbury still operates open sewage lagoons. The province's latest consideration of a new big pipe to Durham is unacceptable from an environmental perspective. It will drain municipal water supplies (wells) in York Region by transferring municipal sewage, which is comprised of municipal water, from the Lake Simcoe watershed to the Lake Ontario watershed.

Sprawl

- The province wants to build the 16 km Bradford Bypass through the Holland Marsh, adjacent wooded wetlands, greenbelt and prime farmlands.
- The growth table shows a population increase of 165,000. If you walk around our new subdivisions on a weekend evening, you will likely see at least 2 cars per house. Assuming an average of 3 people per house, a population of 165,000 will result in 55,000 new houses, each with 2 cars. That's 110,000 more cars than we have now in East Gwillimbury and Bradford. The Bradford Bypass can't possibly handle this volume. We need significantly more local / regional roads for those residents who are taking relatively short distance inter-regional trips. Where will we put the needed additional arterial roads given the constraints of the Holland Marsh and the presumably, then pre-existing, Bradford Bypass? Note: contrary to what our provincial politicians are telling us, the Bradford Bypass 1997 EA Study clearly stated that the bypass would not address local inter-regional travel and that this was a local responsibility.

¹ <https://www.thestar.com/local-east-gwillimbury/news/2022/02/15/east-gwillimbury-is-the-fastest-growing-municipality-in-canada.html#:~:text=East%20Gwillimbury%20is%20the%20fastest%20growing%20municipality%20in%20Canada%20%7C%20The%20Star&text=East%20Gwillimbury%20Mayor%20Virginia%20Hackson,2021%20according%20to%20the%20census.>

² <https://thenarwhal.ca/york-region-wastewater-plant/>

Lake Simcoe phosphorus and chloride loading

- We are already on notice that if we continue doing what we have been doing, Lake Simcoe will effectively be dead within 38 years. Something or somethings absolutely must change!³

Conclusion

Even if all you look at is Growth, Sewage, Sprawl, and Lake Simcoe chemical loading, you will conclude that our current plans, based on an unknown sewage solution and a proposed quarter century old highway plan are simply unworkable.

Contrary to what our politicians are telling us and you, the Bradford Bypass will not relieve congestion. Rather, it will attract more auto dependant residents to East Gwillimbury and Bradford creating even more pressure for Sprawl. It is for this reason, that our association, together with six other major Environmental Advocacy Groups launched this Judicial Review.

Our further analysis of why all of this requires an independent, comprehensive, holistic review can be found at: <https://frogs.ca/wp-content/uploads/shared-files/Reasons-why-a-totally-new-holistic-study-which-is-not-restricted-to-MTO-is-needed-.pdf>

We also draw your attention to a new initiative addressing the serious problems concerning Sprawl which can be found at; <https://www.stopsprawlyr.ca/>.

Respectfully Submitted on behalf of

Forbid Roads Over Green Spaces

C. William D. Foster
Chair

³ <https://frogs.ca/wp-content/uploads/shared-files/Letter-from-REscue-Lake-Simcoe-Coalition-Regarding-the-Bradford-Bypass-and-letter-from-barrie-ID-8016.pdf>