

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, May 26, 2021 1:29 PM  
**To:** clerksoffice@innisfil.ca; cityclerks  
**Subject:** Bradford Bypass

To members of Innisfil town council, Barrie City Council,

Please, please do not endorse the Bradford Bypass. It does not make sense environmentally, politically, economically, or with indigenous peoples—on any front! You know the reasons.

Respectfully,

[REDACTED],  
Residents of Aurora, Lake Simcoe Watershed,  
Members of Oak Ridges Trail Association and Bruce Trail Conservancy

Sent from [Mail](#) for Windows 10

**From:** [REDACTED]  
**To:** [cityclerks](#)  
**Subject:** General Council Meeting May 31, 2021 Bradford Bypass  
**Date:** Tuesday, May 25, 2021 10:59:05 AM

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Dear Mayor Lehman and the Council of the City of Barrie,

Your council will be debating a motion regarding the Bradford Bypass. As a concerned Lake Simcoe property owner, I am writing you to urge you and your council to not endorse the Bypass, and, furthermore demonstrate concern for this project contained in the link below.

I am requesting that my e-mail please be included in the circulation list for the May 31 General Council meeting. Thank you for the opportunity to comment.

[REDACTED]

<https://docs.google.com/document/d/1NxjSgBD04z-VIGqrCpZtwm1vQ66zjkJbiOKPxTjxwE/mobilebasic>

Sent from MB's iPhone

**Tara McArthur**

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**From:** [REDACTED]  
**Sent:** Wednesday, May 26, 2021 1:17 PM  
**To:** cityclerks  
**Subject:** Stop The Bradford Bypass

May 25, 2021

Dear Mayor and Council,

I and many others, including community members and youth whose futures you are jeopardizing, have concerns regarding the approval of the Bradford Bypass. The council has demonstrated its concern for water, farmland, and preserving the local environment, yet is still expressing interest in approving a bypass that would lead to the loss of farmland, water, and Greenbelt land.

Due to the order of the environmental studies, Lake Simcoe has become nothing more than an afterthought to this process. People depending on private wells, and the water of Lake Simcoe will be directly threatened by this decision. A contaminated Lake Simcoe would be of no benefit to Innisfil or the surrounding communities. Lake Simcoe is already in decline and cannot afford any more salt or phosphorus without critical consequences to the ecology that tourism and businesses depend on. This bypass is planned to pass over several protected areas such as highly vulnerable aquifers and wetlands. The decontamination process to clean these waters after becoming contaminated by the bypass would not only be expensive, but dangerous to human health.

We are in the midst of a climate crisis and are being warned that CO2 emissions must be cut by 45% by 2030. A new bypass would only encourage unsustainable travel, causing emissions to rise even more. Approving a bypass that has been proven to be unsustainable and harmful to the local environment is the last thing any government should be trying to do during a climate crisis. This is not only taking steps backwards but taking irreversible steps backwards. Instead of investing in a safer and more sustainable future, you are choosing to approve a bypass that will only cause damage to the environment. Is a bypass more important than the future of farmland, water, the Greenbelt, and the youth of the community? Is money valued over human health, and the health of the environment? In 10 years, would you be proud to look at the environmental destruction you caused all for the sake of another strip of pavement? Will you be proud to say that you violated protected areas and put human health at risk to allow for the transportation of more emission-creating vehicles? This decision will bring to light what you truly value.

Thank you for your consideration.

Sincerely,

[REDACTED]  
A teenager concerned for her future

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**From:** [REDACTED]  
**To:** [cityclerks](#)  
**Subject:** Please include in your General Council meeting May 31st.  
**Date:** Wednesday, May 26, 2021 9:43:28 AM

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I am dead set against yet another project that will take away our much-needed forests and waterways. We need them for a healthy environment and for the animals that live there. Not to mention the carbon emissions this will bring with it. Also, once new roads are built then the developers think more housing should be built beside them.

Please reconsider killing it all off for money for big rich developers.

[REDACTED]

**From:** [REDACTED]  
**To:** [cityclerks](#)  
**Subject:** Bradford bypass  
**Date:** Tuesday, May 25, 2021 6:50:58 AM

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Hello

I wanted to take the time to send an email to express my concern about the Bradford bypass. I don't normally have any issues with improving for the future but this highway I feel is not a good idea.

I live on lake Simcoe and fear the highway running over the river and cutting through the green belt will have a major negative affect to the fishery and the wildlife in the green belt. Another major issue is this highway will run through some of our greatest farm land in Ontario. The environmental study is very out of date and I feel like alternative routes could be possible or even expanding other roads. Another factor I think may play a role is a majoring of the world even after covid passes will most likely be working from home as many companies have noticed how possible it is so the need for this expansion may not even be as needed.

Thank you for your time

[REDACTED]

Sent from my iPhone

**From:** [REDACTED]  
**To:** [cityclerks](#)  
**Subject:** Please Stop the Bradford Bypass  
**Date:** Tuesday, May 25, 2021 4:44:02 PM

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Dear Barrie Town Council,

The Bradford Bypass should not proceed with early works in the fall of 2021 without thorough environmental assessments. The need for this particular project in this location has not been well justified, and there are too many outstanding questions and studies. I am concerned about the damage to habitat for our flora and fauna that this highway crossing through the Holland River marsh will cause. Ultimately these adverse effects will ripple through to Lake Simcoe and beyond during a sensitive time in the lake's history when it needs more protection.

Impacts to Lake Simcoe, the Holland River, groundwater, climate, archaeological and cultural sites, Federal fisheries, and human health are inadequately studied therefore I want to see current studies that address these concerns. To decide on a location before these studies are complete is an irresponsible approach.

The consideration of alternative routes for a road connecting Highways 400 and 404 is inadequate. MTO acted improperly by not considering less costly less environmentally intrusive alternatives than a new four lane highway.

This highway project was canceled by a previous government because they wanted to encourage the use of the Barrie GO train. That has likely addressed most of the originally anticipated travel demand. In addition, due to Covid, many people are working from home and although some will return to the workplace after the pandemic, many will continue to work from home. Thus traffic congestion will be considerably less than what it was when this highway was put back on the table.

Why not make highway 407 more accessible to people by reducing the costs to certain groups like trucks and delivery vans? It is a perfectly good highway that exists and is underutilized. This would save tax payers millions of dollars by not spending it on an unnecessary and ecologically damaging new highway.

Thank you for your time.

[REDACTED],

East Gwillimbury



## Tara McArthur

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**From:** [REDACTED]  
**Sent:** Wednesday, May 26, 2021 1:29 PM  
**To:** City Council; cityclerks  
**Subject:** Bradford bypass

Good afternoon,

I am writing as a concerned resident of East Gwillimbury.

Your council will be debating a motion regarding the Bradford Bypass. I am writing you today to ask you and your council to not endorse the Bypass and furthermore demonstrate concern for this project based on:

- the harmful increase to carbon emissions that this highway will bring especially in context of the climate crisis. Building new highways that do little to reduce congestion is not climate leadership and instead locks us into a pattern of development that only worsens our climate resilience.

-Protecting a significant wetland - one of Ontario's most important - from habitat destruction and water contamination. These were impacts decided by the original EA from 1997.

-Impacts to Lake Simcoe which are not understood and are not being studied. The route has been decided BEFORE studies have been completed. This means that regardless of potential impacts of this highway, it's going to be built according to the route plan. A lake as important as Lake Simcoe and with its degraded state must be treated as more than an afterthought. This highway runs through the headwaters of Lake Simcoe and that level of significance has not been considered.

-No alternatives have been studied to ensure that this high cost venture is the best way to move people and goods. Consideration should be given to more investments in the Barrie GO line, regional transit and maximizing use of the 407. With COVID hurting the finances of municipalities whatever infrastructure investments the province makes needs to maximize the greatest good.

- 60% of the highway runs through the Greenbelt. We collectively must protect this important stretch of farmland and natural heritage. Cutting through our legacy with a 4-6 lane highway with 5-7 interchanges is incongruent with the vision and importance of the Greenbelt.

Thank you for your attention to this matter.

Kind regards,

[REDACTED]

**From:** [REDACTED]  
**To:** [cityclerks](#)  
**Subject:** Bradford Bypass  
**Date:** Tuesday, May 25, 2021 10:37:44 AM

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Dear Mayor Lehman and the Council of the Town of Barrie,

Your council will be debating a motion regarding the Bradford Bypass. I am writing you today to urge you and your council to not endorse the Bypass, and furthermore demonstrate concern for this project based on:

**The harmful increase to carbon emissions that this highway will bring, especially in context of the climate crisis.** Building new highways that do little to reduce congestion is not climate leadership, and instead locks us into a pattern of development that only worsens our climate resilience.

**Protecting one of Ontario's most significant wetlands** - the Holland Marsh and Lake Simcoe watershed - from habitat destruction and water contamination. These were impacts decided by the original Environmental Assessment from 1997.

**Impacts to Lake Simcoe which are not being considered, comprehended, or studied.** The route has been decided BEFORE studies have been completed. This means that regardless of potential impacts of this highway, it's going to be built according to the route plan. A lake as important as Lake Simcoe and with its degraded state must be treated as more than an afterthought. This highway runs through the headwaters of Lake Simcoe and that level of significance has not been considered.

**No alternatives have been studied** to ensure that this high-cost venture is the best way to move people and goods. Consideration should be given to more investments in the Barrie GO line, upgrading existing regional roads, and maximizing use of the 407. With COVID hurting the finances of municipalities, whatever infrastructure investments the province makes needs to maximize the greatest good.

**60% of the highway runs through the Greenbelt.** We collectively must protect this important stretch of farmland and natural heritage. Cutting through our legacy with a 4-6 lane highway with 5-7 interchanges is incongruent with the vision and importance of the Greenbelt.

It is evident that due diligence is not being done by the province, and this project creates more problems than solutions. We are asking our elected leaders to do better and to consider the current and long-term effects of the Bradford Bypass to our environment and to our community. Please ask the Ministry of Transportation and Minister Mulroney to come clean on how the studies can protect the environment, groundwater, fish, and birds, when they propose to start building before the studies are complete.

Thank you for the opportunity to comment.



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Scanned by [McAfee](#) and confirmed virus-free.

**Tara McArthur**

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**From:** [REDACTED]  
**Sent:** Tuesday, May 25, 2021 10:28 PM  
**To:** cityclerks  
**Subject:** Request for resolution supporting the Bradford Bypass

I ask that the following note be copied to Council for their consideration.

I am writing today to ask that the Council of Barrie not support the request for a resolution in support of the Bradford By-Pass.

Based on the information I've been able to locate, the City of Barrie has no assessment of how the proposed Bradford By-Pass might impact the waterfront / shores of Lake Simcoe or the water quality in the broader context of Lake Simcoe.

I would strongly suggest that, without meaningful study, to support a decision either for (or against) the Bradford By-Pass represents the most irresponsible position one could take.

Thank you for your attention to this note.

Sincerely

[REDACTED]

**Tara McArthur**

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**From:** [REDACTED]  
**Sent:** Wednesday, May 26, 2021 12:14 PM  
**To:** cityclerks  
**Subject:** Stop the Bradford Bypass

Dear Mayor Lehman and the Council of the Town of Barrie,

Your council will be debating a motion regarding the Bradford Bypass. I am writing you today to urge you and your council to not endorse the Bypass, and furthermore demonstrate concern for this project based on:

- 1) **The harmful increase to carbon emissions that this highway will bring, especially in context of the climate crisis.** Building new highways that do little to reduce congestion is not climate leadership, and instead locks us into a pattern of development that only worsens our climate resilience.
- 2) **Protecting one of Ontario's most significant wetlands** - the Holland Marsh and Lake Simcoe watershed - from habitat destruction and water contamination. These were impacts decided by the original Environmental Assessment from 1997.
- 3) **Impacts to Lake Simcoe which are not being considered, comprehended, or studied.** The route has been decided BEFORE studies have been completed. This means that regardless of potential impacts of this highway, it's going to be built according to the route plan. A lake as important as Lake Simcoe and with its degraded state must be treated as more than an afterthought. This highway runs through the headwaters of Lake Simcoe and that level of significance has not been considered.
- 4) **No alternatives have been studied** to ensure that this high-cost venture is the best way to move people and goods. Consideration should be given to more investments in the Barrie GO line, upgrading existing regional roads, and maximizing use of the 407. With COVID hurting the finances of municipalities, whatever infrastructure investments the province makes needs to maximize the greatest good.
- 5) **60% of the highway runs through the Greenbelt.** We collectively must protect this important stretch of farmland and natural heritage. Cutting through our legacy with a 4-6 lane highway with 5-7 interchanges is incongruent with the vision and importance of the Greenbelt.

It is evident that due diligence is not being done by the province, and this project creates more problems than solutions. We are asking our elected leaders to do better and to consider the current and long-term effects of the Bradford Bypass to our environment and to our community. Please ask the Ministry of Transportation and Minister Mulroney to come clean on how the studies can protect the environment, groundwater, fish, and birds, when they propose to start building before the studies are complete.

Thank you for the opportunity to comment. Please include our email in the circulation list for May 31st General Council meeting.

[REDACTED]

**From:** [REDACTED]  
**To:** [City Council](#); [cityclerks](#)  
**Subject:** Please do not endorse the Bradford Bypass.  
**Date:** Tuesday, May 25, 2021 2:24:03 PM

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Hello,

I am writing to you to share my concern for the proposed Bradford Bypass, also known as The Holland March Highway.

This highway will cut across the headwaters of Lake Simcoe and this will impact the lake, our surface and groundwater, our air, farms, local species, and also how our communities subsequently function.

I know this is being celebrated as a way to 'manage growth' but this is a shortsighted and limited viewpoint within the larger realm of our human relationship to our local ecology.

I live near the Lake in a different municipality. I should not have to concern myself with decisions beyond my municipality but the truth is that the lake transcends these arbitrary boundaries. So does our air, our climate.

And if you are making decisions that are detrimental to the lake, my air, and my climate, then I must speak up.

What is built in Bradford impacts me. It impacts my children and their children. It impacts people in Barrie, Innisfil, Oro and all along the Lake...and beyond.

What seems a simple 'local' decision has intergenerational and wide reaching consequences.

I urge you to look beyond the simplistic and the traditional for better solutions.

At the very least, we need detailed information. The last EA for this highway was in 1997. How can anyone make a trustworthy decision with such poor data?

Decisions made by councils and governments need to become more comprehensive in how they evaluate impacts.

We need leaders and visionaries right now to choose different pathways than the ones from twenty years ago.

It's those past decisions that contributed to the mess we are in. Please be brave enough to break this cycle and say no. Please do not endorse this Bypass.

Regards, [REDACTED]

Educator, parent



*Preferred Pronouns: She/Her*

*I acknowledge that I live and work on the traditional homelands of the Anishinaabeg people. The Anishnaabeg include the Ojibwe, Odawa, and Pottawatomi nations, collectively known as the Three Fires Confederacy.*

**From:** [REDACTED]  
**To:** [cityclerks](#)  
**Subject:** General council meeting May 31, 2021: Bradford Bypass  
**Date:** Monday, May 24, 2021 9:05:29 PM  
**Attachments:** [Byford Bypass Barrie Town Council.pdf](#)

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Please include the attached letter in the circulation list for the may 31 General Council meeting.

Thank you.

[REDACTED]



[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Barrie Town Council  
70 Collier St  
Barrie, ON  
L4M 4T5

Dear Mayor Lehman and the Council of the Town of Barrie,

Your council will be debating a motion regarding the Bradford Bypass. I am writing you today to urge you and your council to not endorse the Bypass, and furthermore demonstrate concern for this project based on:

- 1) **The harmful increase to carbon emissions that this highway will bring, especially in context of the climate crisis.** Building new highways that do little to reduce congestion is not climate leadership, and instead locks us into a pattern of development that only worsens our climate resilience.
- 2) **Protecting one of Ontario's most significant wetlands** - the Holland Marsh and Lake Simcoe watershed - from habitat destruction and water contamination. These were impacts decided by the original Environmental Assessment from 1997.
- 3) **Impacts to Lake Simcoe which are not being considered, comprehended, or studied.** The route has been decided BEFORE studies have been completed. This means that regardless of potential impacts of this highway, it's going to be built according to the route plan. A lake as important as Lake Simcoe and with its degraded state must

be treated as more than an afterthought. This highway runs through the headwaters of Lake Simcoe and that level of significance has not been considered.

4) **No alternatives have been studied** to ensure that this high-cost venture is the best way to move people and goods. Consideration should be given to more investments in the Barrie GO line, upgrading existing regional roads, and maximizing use of the 407. With COVID hurting the finances of municipalities, whatever infrastructure investments the province makes needs to maximize the greatest good.

5) **60% of the highway runs through the Greenbelt.** We collectively must protect this important stretch of farmland and natural heritage. Cutting through our legacy with a 4-6 lane highway with 5-7 interchanges is incongruent with the vision and importance of the Greenbelt.

It is evident that due diligence is not being done by the province, and this project creates more problems than solutions. We are asking our elected leaders to do better and to consider the current and long-term effects of the Bradford Bypass to our environment and to our community. Please ask the Ministry of Transportation and Minister Mulroney to come clean on how the studies can protect the environment, groundwater, fish, and birds, when they propose to start building before the studies are complete.

Thank you for the opportunity to comment.

Sincerely,

A solid black rectangular box used to redact the signature of the sender.

**Tara McArthur**

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**From:** [REDACTED]  
**Sent:** Wednesday, May 26, 2021 2:41 PM  
**To:** cityclerks  
**Subject:** Bradford Bypass

I am writing to ask you that you vote against the Bradford Bypass.

This highway will slice across some of the most sensitive parts of the green belt and have a generational impact.

As a parent in the climate crisis, I worry about clean food and water for my own family and the generations to come after. The Holland Marsh is one of the most agriculturally productive areas in Ontario, nicknamed the "Salad Bowl of Ontario." The Bradford Bypass will impact the farms and unique soil of this area, cut across the headwaters of Lake Simcoe and affect the air, groundwater and species for years to come.

What's more, building highways is an expensive and outdated practice to accommodate growth. The Bradford Bypass is unnecessary, costly and harmful. It is not the way to meet the region's transportation needs. Committing to public transit solutions like improving GO service, cycling infrastructure, rail transitway and other transportation methods would move a greater number of people, faster and at a lesser cost.

We need to build a future based on collective well-being, not focus on a method that has been proven to create induced demand and always fail at solving traffic congestion. Let us focus on evidence-based solutions. Let's put people's health and well-being first and build resilience to prevent future crises.

I strongly oppose the Bradford Bypass. It will cause irreversible damage to habitats, agricultural lands, wildlife and watersheds in Ontario while costing taxpayers billions of dollars. It will increase traffic without appropriate transit solutions, create car dependence, and enable low-density sprawl. This project directly conflicts with our current climate crisis.

Sincerely,  
Laura Tipton  
Stouffville, Ontario

**Tara McArthur**

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**From:** [REDACTED]  
**Sent:** Tuesday, May 25, 2021 5:46 PM  
**To:** cityclerks  
**Subject:** Bradford Bypass

Hello,

My name is [REDACTED] and I am writing to Barrie City Council to ask that you do not endorse the Bradford Bypass.

This highway will do little to reduce congestion, and increased development will lead to emissions of greenhouse gases at a time when they urgently need to be cut down. It will also pave over one of Ontario's most important wetlands, causing habitat destruction and contaminating waters. Potential impacts to lake Simcoe are not understood and are not being studied. The route has been decided despite these studies being incomplete. Regardless of potential impacts that may be found, the highway will continue to be built as planned. In addition, 60% of this highway runs through Ontario's greenbelt, an important area of farmland that must be protected.

No alternatives to the Bypass have been studied to ensure that this high-cost venture is the optimal way to move people and resources. Consideration should instead be given to improving Barrie's GO line or maximizing use of pre-existing highways such as the 407. With a delicate economy emerging from COVID, infrastructure decisions must maximize the greater good and not use tax dollars unnecessarily.

With this in consideration, I ask that the council does not endorse the Bradford Bypass. It's been over a year since Barrie declared that we are in a climate emergency, and now it is time to act.

Thank you,  
[REDACTED]

**From:** [REDACTED]  
**To:** [cityclerks](#)  
**Subject:** General council meeting May 31, 2021: Bradford Bypass - request that my email should be included in circulation list for May 31 General Council meeting  
**Date:** Tuesday, May 25, 2021 9:02:26 AM

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Dear Mayor Lehman and the Council of the Town of Barrie,

Your council will be debating a motion regarding the Bradford Bypass. I am writing you today to urge you and your council to not endorse the Bypass, and furthermore demonstrate concern for this project based on:

- 1) **The harmful increase to carbon emissions that this highway will bring, especially in context of the climate crisis.** Building new highways that do little to reduce congestion is not climate leadership, and instead locks us into a pattern of development that only worsens our climate resilience.
- 2) **Protecting one of Ontario's most significant wetlands** - the Holland Marsh and Lake Simcoe watershed - from habitat destruction and water contamination. These were impacts decided by the original Environmental Assessment from 1997.
- 3) **Impacts to Lake Simcoe which are not being considered, comprehended, or studied.** The route has been decided BEFORE studies have been completed. This means that regardless of potential impacts of this highway, it's going to be built according to the route plan. A lake as important as Lake Simcoe and with its degraded state must be treated as more than an afterthought. This highway runs through the headwaters of Lake Simcoe and that level of significance has not been considered.
- 4) **No alternatives have been studied** to ensure that this high-cost venture is the best way to move people and goods. Consideration should be given to more investments in the Barrie GO line, upgrading existing regional roads, and maximizing use of the 407. With COVID hurting the finances of municipalities, whatever infrastructure investments the province makes needs to maximize the greatest good.
- 5) **60% of the highway runs through the Greenbelt.** We collectively must protect this important stretch of farmland and natural heritage. Cutting through our legacy with a 4-6 lane highway with 5-7 interchanges is incongruent with the vision and importance of the Greenbelt.

It is evident that due diligence is not being done by the province, and this project creates more problems than solutions. We are asking our elected leaders to do better and to consider the current and long-term effects of the Bradford Bypass to our environment and to our community. Please ask the Ministry of Transportation and Minister Mulroney to come clean on how the studies can protect the environment, groundwater, fish, and birds, when they propose to start building before the studies are complete.

Thank you for the opportunity to comment.

[REDACTED]

**From:** [REDACTED]  
**To:** [cityclerks](#)  
**Subject:** Stop the Bradford Highway  
**Date:** Wednesday, May 26, 2021 7:43:05 AM

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Hello,

I am writing to ask you to reconsider building the Bradford Bypass and consider alternatives instead.

The destruction of the Holland Marsh is heartbreakingly poor judgement.

In light of the Climate Crisis, increasing harmful emissions by encouraging and adding more vehicles onto a highway that is not needed (alternatives can be found) will add to the problem.

Protecting one of Ontario's most significant wetlands - the Holland Marsh and Lake Simcoe watershed from habitat destruction and water contamination is of the utmost importance. These were impacts considered and decided against by the original Environmental Assessment from 1997. The only thing changed since then is the education of why and urgency to save wetlands and habitats at all costs.

Ontarians have not heard of any effective environmental assessments including alternatives to this highway which runs mostly through the Greenbelt.

With lack of study, alternatives, and foresight to the environmental impacts this highway will cause, I beg you to reconsider the Bradford highway and at the very least stop the pre-construction until proper environmental assessments can be made.

Please include this email in the circulation list for the May 31 General Council Meeting.

I sincerely thank you,

[REDACTED] Haliburton On

**From:** [REDACTED]  
**To:** [City Council](#); [cityclerks](#)  
**Subject:** Regarding the Bradford Bypass  
**Date:** Wednesday, May 26, 2021 8:21:18 AM

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To Barrie Councillors,

Your council will be debating the motion regarding the Bradford Bypass. I am writing to ask you and your council to not endorse the Bypass and furthermore demonstrate concern for this project based on the following points:

1. the harmful increase to carbon emissions that this highway will bring especially in context of the climate crisis. Building new highways that do little to reduce congestion is not climate leadership and instead locks us into a pattern of development that only worsens our climate resilience.
2. Protecting a significant wetland - one of Ontario's most important - from habitat destruction and water contamination. These were impacts decided by the original EA from 1997.
3. Impacts to Lake Simcoe which are not understood and are not being studied. The route has been decided BEFORE studies have been completed. This means that regardless of potential impacts of this highway, it's going to be built according to the route plan. A lake as important as Lake Simcoe and with its degraded state must be treated as more than an afterthought. This highway runs through the headwaters of Lake Simcoe and that level of significance has not been considered.
4. No alternatives have been studied to ensure that this high cost venture is the best way to move people and goods. Consideration should be given to more investments in the Barrie GO line, regional transit and maximizing use of the 407. With COVID hurting the finances of municipalities whatever infrastructure investments the province makes needs to maximize the greatest good. Additionally if anyone commutes on Hwy 404, you already know it is congested at Newmarket. So adding load to an already loaded Hwy won't help. Additionally with COVID, most people can work from home. We should be looking at investing in those options to ensure a better balanced lifestyle where commuting is not mandatory.
5. 60% of the highway runs through the Greenbelt. We collectively must protect this important stretch of farmland and natural heritage. Cutting through our legacy with a 4-6 lane highway with 5-7 interchanges is incongruent with the vision and importance of the Greenbelt.
6. My own home will now sit directly beside the new proposed route on Yonge. I'm concerned for mine and my family's own safety. We are on well water. There have been studies that show homes close to highways are exposed to intense nitrogen oxides and benzene concentrations that can cause Alzheimer's, heart disease, lung disease and more. My neighbour will also lose their home. We both have children with special needs and live in this green area to help foster their development and growth. Putting the highway in will take this away from us.

**Is there anything else we can do to support you in taking action to Stop the Bradford**



**Bypass? Let us know!**

Thank you for taking the time to read my note.



**Tara McArthur**

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**From:** [REDACTED]  
**Sent:** Wednesday, May 26, 2021 9:27 PM  
**To:** cityclerks  
**Cc:** clerksoffice@innisfil.ca  
**Subject:** Bradford Bypass Proposal

Dear Mayer Lehman and the Town Council of Barrie:

This is just a note to express my concern regarding the Bradford Bypass. Doug Ford's decision to bulldoze environmental protections that have taken decades to create and use the lack of these protections to destroy so much farmland and recreational land is very shortsighted. The farmland is essential to the future of not just Ontario, but also of Canada. Such beautiful land for farming, with a climate to match, is not available in many other places in our country. We will need to be more self sufficient in food in for the future than we presently are.

In addition, the recreational opportunities provided by the green belt areas provide physical and mental health benefits, thus potentially reducing health care costs. They also help to support local communities by encouraging visitors to spend a little more within the communities. We already have the 407, which also destroyed a great deal of valuable land and which is not being used efficiently. Building additional nearby highways will not correct the errors of building the 407. The thinking behind doing so is reactive and is lacking in progressive imagination and construction.

The proposed Bradford bypass is designed to go over the delicate headwaters of Lake Simcoe - a lake which is a financial asset to the communities which surround it and which supplies not only drinking water, but also recreational opportunities. Lake Simcoe is already very stressed. By building the proposed Bradford Bypass (and a similar proposal was dismissed in 2003), we are risking destroying the aesthetic and financial benefits that the lake now gives us.

Instead of spending billions on new highways which will destroy so much and which will also cost considerably in upkeep, Ford and other governments should be looking at alternative modes of transportation and systems. In addition, I sincerely hope that, should the proposal continue to be considered, the federal government will change its mind and a comprehensive environmental review will be required for the Holland Marsh-Bradford Bypass Highway.

Sincerely,  
[REDACTED]

**Tara McArthur**

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**From:** [REDACTED]  
**Sent:** Tuesday, May 25, 2021 6:08 PM  
**To:** cityclerks  
**Subject:** Subject: Council agenda item F.1, May 26, 2021: Bradford Bypass

*Please include my email in the circulation list for the May 31st General Council meeting.*

Dear Mayor Lehman and Councillors:

Last week, the Town of Bradford West Gwillimbury sent rallying letters to neighbouring municipalities, asking councils to formally declare support for the Bradford Bypass. I urge the Barrie City Council to NOT support the 400 to 404 freeway link. A thorough evaluation of the options is needed, including an updated environmental assessment. The proposed route will do major harm to the Holland Marsh and Lake Simcoe watershed - in the form of habitat destruction and water contamination.

Environmental destruction is forever. Please lead the way to informed and responsible land use decisions.

Sincerely,

[REDACTED]

## Tara McArthur

---

**From:** [REDACTED]  
**Sent:** Wednesday, May 26, 2021 1:45 PM  
**To:** City Council; cityclerks  
**Subject:** Please DO NOT Endorse the Bradford Bypass

Good Afternoon,


Your council will be debating an upcoming motion regarding the Bradford Bypass. As a former resident of Innisfil, and current resident of Holland landing, I am writing you today to ask that the council **NOT** endorse the Bypass and furthermore demonstrate concern for this project based on the following:

- **The harmful increase to carbon emissions that this highway will bring, especially in context of the climate crisis.** Building new highways that do little to reduce congestion is not climate leadership, and instead locks us into a pattern of development that only worsens our climate resilience.
- **Protecting one of Ontario's most significant wetlands** - the Holland Marsh and Lake Simcoe watershed - from habitat destruction and water contamination. These were impacts decided by the original Environmental Assessment from 1997.
- **Impacts to Lake Simcoe which are not being considered, comprehended, or studied.** The route has been decided BEFORE studies have been completed. This means that regardless of potential impacts of this highway, it's going to be built according to the route plan. A lake as important as Lake Simcoe and with its degraded state must be treated as more than an afterthought. This highway runs through the headwaters of Lake Simcoe and that level of significance has not been considered.
- **No alternatives have been studied** to ensure that this high-cost venture is the best way to move people and goods. Consideration should be given to more investments in the Barrie GO line, upgrading existing regional roads, and maximizing use of the 407. With COVID hurting the finances of municipalities, whatever infrastructure investments the province makes needs to maximize the greatest good.
- **60% of the highway runs through the Greenbelt.** We collectively must protect this important stretch of farmland and natural heritage. Cutting through our legacy with a 4-6 lane highway with 5-7 interchanges is incongruent with the vision and importance of the Greenbelt.
- **We are in a climate crisis and Lake Simcoe's health is in decline.** Weeds, algae, fouled beaches, and warmer waters all threaten its delicate ecosystem. Why are you even considering putting a highway through the most sensitive part of the watershed?
- **The Province of Ontario is giving themselves permission to start building the bridges before environmental studies are complete.**
- **There's no evidence to support the claims about commuters' time-saving.** Highways create more traffic, they don't solve traffic. The Ministry of Transportation has said it could even be a toll road, in which case it would not take trucks off existing routes.
- **There is a significant aboriginal archaeological site** that lies in the proposed path of the highway.

Surely we can all agree that allowing the use of a 24year old environmental assessment to build a 4 lane highway through critical wetlands and extremely sensitive habitat is negligent -- or irresponsible at best. The environment looks nothing like it did back in 1997 and at a bare minimum, we should be demanding a new EA be undertaken -- one that considers the LSRCA and Watershed development guidelines, or enhancements to existing roadways and public transit.

Thank you for your time,

  
Concerned Resident of Holland Landing

**From:**   
**To:** [cityclerks](#)  
**Subject:** Bradford Bypass  
**Date:** Tuesday, May 25, 2021 8:29:30 AM

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Dear Mayor Lehman and the Council of the Town of Barrie,

Your council will be debating a motion regarding the Bradford Bypass. I am writing you today to urge you and your council to not endorse the Bypass, and furthermore demonstrate concern for this project based on:

- 1) **The harmful increase to carbon emissions that this highway will bring, especially in context of the climate crisis.** Building new highways that do little to reduce congestion is not climate leadership, and instead locks us into a pattern of development that only worsens our climate resilience.
- 2) **Protecting one of Ontario's most significant wetlands** - the Holland Marsh and Lake Simcoe watershed - from habitat destruction and water contamination. These were impacts decided by the original Environmental Assessment from 1997.
- 3) **Impacts to Lake Simcoe which are not being considered, comprehended, or studied.** The route has been decided BEFORE studies have been completed. This means that regardless of potential impacts of this highway, it's going to be built according to the route plan. A lake as important as Lake Simcoe and with its degraded state must be treated as more than an afterthought. This highway runs through the headwaters of Lake Simcoe and that level of significance has not been considered.
- 4) **No alternatives have been studied** to ensure that this high-cost venture is the best way to move people and goods. Consideration should be given to more investments in the Barrie GO line, upgrading existing regional roads, and maximizing use of the 407. With COVID hurting the finances of municipalities, whatever infrastructure investments the province makes needs to maximize the greatest good.
- 5) **60% of the highway runs through the Greenbelt.** We collectively must protect this important stretch of farmland and natural heritage. Cutting through our legacy with a 4-6 lane highway with 5-7 interchanges is incongruent with the vision and importance of the Greenbelt.

It is evident that due diligence is not being done by the province, and this project creates more problems than solutions. We are asking our elected leaders to do better and to consider the current and long-term effects of the Bradford Bypass to our environment and to our community. Please ask the Ministry of Transportation and Minister Mulroney to come clean on how the studies can protect the environment, groundwater, fish, and birds, when they propose to start building before the studies are complete.

Thank you for the opportunity to comment.

[REDACTED]

Resident of Bond Head, Ontario

[REDACTED]

**Tara McArthur**

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**From:** [REDACTED]  
**Sent:** Wednesday, May 26, 2021 9:53 AM  
**To:** cityclerks  
**Subject:** Bradford By Pass

I live on the east side of Lake Simcoe and have enjoyed our lake, fishing and sailing for over 50 years.  
Please do not listen to the save our lake people, from Aurora. Our east west communities have a lot more in common than our communities to the south. We have needed the Bradford By Pass for many years. Get it built.  
[REDACTED]  
Keswick



**From:** [REDACTED]  
**To:** [cityclerks](#)  
**Subject:** General council meeting May 31, 2021: RE Bradford Bypass  
**Date:** Tuesday, May 25, 2021 11:16:03 PM

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Dear Mayor Lehman and Barrie town councillors,

I would like to comment on the Bradford Bypass support vote that was deferred from last council meeting. While I am encouraged that council thoughtfully explored the issue, it is evident that many of the facts are not yet known. **I would like to add my voice to the opposition of this unnecessary and dangerous highway project.**

I would like to point out 5 major issues:

1. **The Environmental Assessment (EA) is 23 years old.** The EA approval was conditional on the completion of important studies (noise, stormwater, groundwater protection, and more). The province is now proposing exemptions to these studies, along with the allowance of “early works” such as bridges to proceed before impact studies are even completed. Bridges are scheduled to commence this fall. The EA predicted severe water quality impacts to the groundwater and surface water in the Lake Simcoe watershed, now putting the lake even more at risk. As I am sure you know, Lake Simcoe is presently in an extremely precarious situation. Phosphorus pollution levels currently must be reduced by 55% to 44 tonnes per year to reduce algae blooms and support the previous cold water fishing industry.
2. **Highways do not solve traffic, they increase traffic.** Studies have invariably proven that highways create induced demand and increase congestion. Yet Bradford Mayor Rob Keffer and council are incorrectly claiming this will solve traffic issues. There is literally no data on how this bypass will affect local congestion and travel time. The claim that this is an economic benefit is also flawed. Expect to see developers cash in on their provincial connections to develop the areas surrounding the highway with more residential sprawl.
3. **Zero research has been done on the health risks.** Communities bordering major highways face severe air, ground, and noise pollution. What we do know is that highways create one-third of Ontario’s total emissions, and known health risks include respiratory diseases and stunted lung development in children.
4. **The Ontario Government is violating its own Lake Simcoe Protection Act and Greenbelt Plan.** We are in the midst of a climate emergency and cannot afford to be reckless with our environment. This is the time to take a stand. 22 hectares of forest, 17 hectares of the Holland Marsh, 10 hectares of wetlands, and 33 hectares of wildlife habitat stand to be destroyed, plus precious expropriated farmlands and homes.
5. **No non-highway options have been explored.** Alternatives such as upgrading east to west routes have not been explored, and yet options exist – **such as connecting 8<sup>th</sup> Line to Bathurst’s most northern point using a bridge the Bradford Bypass proposes to build anyways, or extending Highway 80 to Ravenshoe via Line 12 and 20<sup>th</sup> sideroad.** Current factors such as climate change, the considerable increase of Go Train service, and COVID-19 reduced commuter travel have not been studied or considered.

Lastly, and equally importantly, I would also like to point out 4 lesser-talked-about issues:

1. **There has never been a true demand for this highway.** It was considered 23 years ago, tabled, and only now revived with the 'build now, mitigate issues later' attitude of the current provincial government.
2. **There is an archaeological site poised to be destroyed** at the bridge site crossing Yonge at the golf course, dating back to the War of 1812. This area should be designated by the Historic Sites and Monuments Board immediately. (Refer to slide 9 of the Bradford Bypass PIC – Queen's York).
3. **The east bank of the Holland River (lot 118) is Federal Crown Land and requires a permit, which has not been applied for.** Yet this highway is set to go ahead, regardless.
4. **81% of recommendations by the Provincial Auditor General have not been complied with for the Environmental Assessment.** The Province has failed to implement 17 of the 21 recommendations made.

Sincerely,

[REDACTED]

Resident, Lake Simcoe

## Tara McArthur

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**From:** [REDACTED]  
**Sent:** Thursday, May 27, 2021 1:33 PM  
**To:** cityclerks  
**Subject:** Bradford Bypass

Hello;

Your council will be considering a motion regarding the Bradford Bypass at an upcoming Council Meeting. I am writing you today to ask you and your Council to not endorse the Bypass and furthermore please demonstrate concern about this project.

I have concerns about both process and environmental impact.

### Process Concerns:

- The province is not being responsible or transparent in its proposal. This provincial government first streamlined the Environmental Assessment process, and now has proposed EXEMPTING this project from their own streamlined EA.
- The correspondence with the Ministry of Transportation staff memo included in your agenda is completely misleading, and does not reflect the proposed exemption. This is unacceptable.
- The Province's plan seems to be to start building the highway before studies are complete, then not do the studies they are telling you they are going to do. The province has proposed to exempt itself from many of the studies it lists.
- **The Environmental Assessment of this proposal by the Ministry of Transportation more than 20 years ago, concluded that this Project, a 16.2 km, rural 4-lane controlled access 400-series highway, would cause extensive environmental damage including the destruction of prime agricultural land, Ontario's most important wetlands, and highly sensitive wildlife habitat.**
- This time around, the only environmental protection afforded is **after the fact** mitigation, for which we still have **no studies**. This approach is equivalent to "build a highway here, and let's hope we can mitigate the impacts."
- Consideration for the long-term benefits of local communities has been entirely overlooked. There is no publicly available document that corroborates Ministry of Transportation's claims of commuter time-saving.

### Environmental Concerns:

- **Climate impact:** Building new highways does little to reduce congestion is not climate leadership and instead locks us into a pattern of development that only worsens our climate resilience.
- **Wetland impact:** Protecting a significant wetland – one of Ontario's most important – from habitat destruction and water contamination is important. These were addressed in the original Environmental Assessment from 1997.
- **Lake Simcoe impact:** A lake as important as Lake Simcoe and with its degraded state must be treated as more than an afterthought. This highway runs through the headwaters of Lake Simcoe and that level of significance has not been considered.
- **Lack of consideration of alternatives:** No alternatives have been studied to ensure that this high cost venture is the best way to move people and goods. Consideration should be given to more investments in the Barrie GO line, regional transit and maximizing use of the 407. With COVID hurting the finances of municipalities whatever infrastructure investments the province makes needs to maximize the greatest good.

- **Greenbelt impact:** The Greenbelt was established for a reason. **60% of the highway runs through the Greenbelt.** We collectively must protect this important stretch of farmland and natural heritage. Cutting through this legacy with a 4-6 lane highway with 5-7 interchanges is incongruent with the vision and importance of the Greenbelt.

This is no way to protect Lake Simcoe, deliver transit options to residents, and plan in a climate crisis. Please do not support the proposal.

Thank you for your consideration.

██████████, Innisfil seasonal resident

**From:** [REDACTED]  
**To:** [cityclerks](#); [City Council](#)  
**Subject:** Bradford ByPass  
**Date:** Friday, May 28, 2021 5:08:34 PM

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To Barrie Council Members and City Clerks Office

I kindly ask you to listen and hear very carefully the issues and concerns which will be raised by the Delegate team opposing the Bradford ByPass.

This proposed transit corridor will be destructive on many climate and pollution fronts, will negatively affect the Barrie constituency and will increase a wide variety of problems already facing the community. Why create an impact that furthers the problems by approving this Bypass?

The Provincial leadership is unfortunately downloading in a dictator fashion to the local Municipalities yet fails miserably in its ability to balance the needs of smaller communities, climate and environment issues, protected wetlands, wildlife corridors et al. Local governments need to take stronger stands to ensure decisions are in its best interest for the long term.

This particular project has many negative implications which the delegates will explain in detail. It is imperative that Council remember there is no opportunity to turn back the damage once a decision to proceed on this project is made.

[REDACTED] r consideration



May 27, 2021

Members of Council  
Town of Innisfil

By email

Thank you for considering the deputations and correspondence from various concerned individuals at last night's council meeting.

Having witnessed the event, I came away with the conclusion that you were perhaps inundated by the conflicting information from MTO, your staff and the various parties who expressed strong opposition to this highway.

The simple truth is this issue is not going to go away and whether you like it or not you will be taking a stand on behalf of the Town of Innisfil no matter what you do.

The main issues before you are quite simple:

MTO's position:

- MTO says it is doing a significant number of impressive sounding studies,
- MTO says it is consulting with all interested parties,
- MTO says a freeway is needed – Bradford strongly agrees with that representation,
- MTO says it will start construction of one or more bridges this year (well before their studies have been completed).

Objectors' position:

- The highway is no longer needed because of the Barrie Go Train and possible demand changes due to escalating carbon taxes and more work from home employment opportunities,
- Improvements to local and regional roads can be sufficient to satisfy current and future demand,
- New highways create, rather than satisfy, demand,
- The Bradford Bypass will be very environmentally intrusive,
- Lake Simcoe, which is already under severe stress, will be irreversibly impacted,
- MTO's consultation is a sham,
- MTO refuses to provide travel comparison studies employing non freeway alternatives – this violates the requirements of the Class EA under which they are conducting the current study,

- No amount of studies will cause MTO to divert from building a freeway in the 2002 approved corridor, even though the facts upon which this highway was first approved are now obsolete,
- Unless done pursuant to terms of a required permit, MTO has made no representation about implementing any of the mitigation measures recommended in any of these studies.<sup>1</sup>

While I am not sure of the exact source of your Duty of Care as a councillor, I expect it is a variation on that set out in section 122(1) of the Canada Business Corporations Act:

Every director and officer of a corporation in exercising their powers and discharging their duties shall act honestly and in good faith with a view to the best interests of the corporation.<sup>2</sup>

The fact that you had a robust discussion at last night's council meeting about passing a requested resolution supporting the Bradford Bypass is evidence that you, as council, are fulfilling this Duty of Care.

Over the ensuing months you will be facing one of three basic options concerning the Bradford Bypass. Each of these options has an impact on how you continue to discharge your Duty of Care.

Option	Impact	Comment
Do nothing	MTO will build the highway in the current corridor regardless of other potential preferable alternatives. MTO's mitigation measures will only be employed where required by permit or "reasonable" to MTO. Avoidance will not be employed as a mitigation measure.	You are relying on MTO to not impact Lake Simcoe.  <b>THIS IS DELEGATING YOUR DUTY OF CARE – YOU ARE NOT PERMITTED IN LAW TO DELEGATE YOUR DUTY OF CARE</b>

<sup>1</sup> A Reasoned Argument (trade-off) method of evaluation will be used to identify the advantages to select the preferred refinements and alternatives. PIC Slide 3

<sup>2</sup> the Supreme Court of Canada has nevertheless held that, in determining the nature of the best interests of the corporation, the directors may be obliged to consider the interests of shareholders, bondholders, employees and other stakeholder groups. Whether, and to what extent, such consideration should extend beyond making note of the concerns of those groups is not entirely clear, but it does underscore the advantage of ensuring a robust discussion of issues by the board and the importance of appropriate record-keeping with respect to such discussions.

<https://stikeman.com/en-ca/kh/canadian-law/directors-duties-in-canada-six-key-concepts>

<p>Pass resolution of strong support for Bradford Bypass as requested by the mayor of Bradford</p>	<p>MTO will build the highway in the current corridor regardless of other potentially preferable alternatives. MTO's mitigation measures will only be employed where required by permit or "reasonable" to MTO. Avoidance will not be employed as a mitigation measure.</p>	<p>You are relying on MTO to not impact Lake Simcoe.</p> <p>THIS IS DELEGATING YOUR DUTY OF CARE – YOU ARE NOT PERMITTED IN LAW TO DELEGATE YOUR DUTY OF CARE</p>
<p>Pass a resolution telling MTO that, while the Town of Innisfil supports the need for improved connection between Highways 400 and 404, it is the Town's position that MTO should not commence construction of any part of the Bradford Bypass until all studies are finalized, full consultation has been completed with all stakeholders, all necessary approvals are in place and a commitment that all agreed or required mitigation measures will be fully complied with.</p>	<p>MTO will only build the highway when it has undergone a current, appropriate environmental assessment. Any negative impact to Lake Simcoe, after all planned mitigation measures are employed, will be deemed "justified" due to the overriding need for this transportation project.</p>	<p>THIS, OR A SIMILAR MOTION, IS THE ONLY WAY COUNCIL, CAN PROPERLY DISCHARGE ITS DUTY OF CARE OBLIGATIONS TO THE RESIDENTS OF THE TOWN OF INNISFIL.</p> <p>(Similarly, individual councillors discharge their Duty of Care by promoting and voting for this form of resolution).</p>



In answer to several of your Mayor's questions last night of the two delegates:

I have lived on Yonge Street in East Gwillimbury for over 30 years. I gained substantial knowledge about the Bradford Bypass as a founding director of a local community group named Forbid Roads Over Green Spaces, (FROGS). FROGS was actively involved with all stages of the original Environmental Assessment Study commencing with the original May 1993 Environment Assessment Proposal.

I am generally familiar with the traffic conditions in Bradford. My son, daughter-in-law and two granddaughters live in the Chelsea subdivision in Bradford. We visit them as often as reasonably possible. Also, in the summer, my wife and I travel through Bradford with weekend traffic enroute to our cottage near Burks Falls.

I strongly believe that Bradford's traffic problems are largely of their own making. Now that Dissette Street is in place, the major cause of traffic congestion in Bradford is caused at the intersection of Bridge St. / Holland St. W. and Barrie St. (Hwy 11). This is because cars are generally parked in on each side of Bridge St. / Holland St. W for approx.  $\frac{3}{4}$  KM on either side of this intersection and left turns, without dedicated left turn lanes, are permitted both westbound and eastbound at this intersection. If no left turns were allowed from Bridge St. / Holland St W. for approximately 1 KM of each side of the Yonge St. (Hwy 11) interchange, traffic congestion would be significantly reduced.

Further significant congestion reductions could be achieved by putting a traffic light, with an advanced (northbound) left turn signal, on Hwy 11 at Canal Rd. (by Riverview Inn and Restaurant). This would allow travellers to access Canal Rd. / 5th Line to 10<sup>th</sup> Sideroad (a popular, low volume, northern route to Innisfil and Barrie).

I trust you will agree that, although I am not a resident of Innisfil, I have a significant knowledge and interest about this highway.

Conclusion.

I believe you as council, have an obligation to your constituents to do what you can to safeguard Lake Simcoe. The health of that lake has a very significant impact on your residents. Until all reports and consultations are completed, we will not know the extent of environmental impacts, (net of whatever mitigation measures MTO commits to employ), this freeway will have on Lake Simcoe. For this reason, allowing MTO to commence construction now will foreclose any future opportunities to establish the need and justification for this freeway in this location. To my way of thinking, allowing this to happen is totally unconscionable!

Given the above, I respectfully request council pass a resolution stating that, in the absence of completed environmental studies, comprehensive consultation with all stakeholders and mitigation commitments from MTO, the Town of Innisfil:

- is unable to pass the resolution requested by Bradford expressing strong support for the Bradford Bypass at this time – and-

- is staunchly opposed to any “early construction” of this freeway or any components thereof, prior to final formal approval of the Bradford Bypass pursuant to the Class EA requirements under which the current Environmental Studies are being conducted.

I also encourage council to request a comprehensive analysis of at least the following alternatives to the undertaking

- Connecting Queensville Sideroad, via Bathurst St. and Hochreiter Road with 8th line in Bradford,
- Connecting Ravenshoe Road to Line 12 or,
- Resurrecting MTO's previously preferred Highway 89 Extension route to Ravenshoe Road.

These studies should include:

- Comparisons of estimated travel times for typical trips from your region to points at or east of Highway 404,
- Comparisons of costs for each of the alternatives,
- Carbon emissions for both construction and anticipated daily traffic volumes, and
- The cost of the Bradford Bypass versus the best alternative route or routes and the incremental cost / benefit of the Bradford Bypass versus the selected alternative(s)

In closing, to not take action as I am proposing, council is abdicating its responsibility to its constituents. Relying on and accepting the Ford government's carefully worded representations for this highway is analogous to accepting Ford's promises, last year, to put an “iron ring” around Ontario's Long Term Care Homes. We all know where that got us!

Respectfully submitted.

██████████

Copy: City of Barrie Council



May 18, 2021

Members of Council  
City of Barrie

By email

I've been advised by Simcoe County Greenbelt Coalition that council is considering taking a position on the provincial government's proposed Bradford Bypass.

I have closely followed this proposed project since the origin of the Bradford Bypass Environmental Assessment Study in 1993. I am writing to express my strong support for the attention you are giving to this environmentally destructive, unnecessary highway. I am confident that others will better apprise you of the harmful impacts this major freeway will have on Lake Simcoe than I can. My purpose in writing to you is to provide you with some background / history about how this "forward looking" project came about and why it is now an obsolete solution to a problem that no longer exists.

Prior to passing whatever resolution, if any, council may ultimately determine, I respectfully request and recommend that you read this submission. I firmly believe you will agree that the proposed alternatives provide substantially better benefits to your constituents by significantly reducing out-of-the-way travel for destinations east of Cooks Bay while reducing the significant environmental impacts on Lake Simcoe.

I was one of the founding Directors of Forbid Roads Over Green Spaces, a community organization that was actively involved in following and critiquing the Bradford Bypass Environmental Assessment Study issued December 1997, (EAS). My involvement commenced with the 1993 first draft Bradford Bypass Environmental Assessment Study Proposal and continued until final EA approval was granted by the Minister of Environment in 2002.

**Significant deficiencies in the original EAS being carried forward in this Class EA study**

I fully appreciate that there are significant out-of-way travel problems in the South Lake Simcoe Basin. These issues were identified as early as 1978 and were the subject of the following studies:

- 1) Highway 89. Highway 400 to Highway 12 Route Location Study (1979)
- 2) Highway 89 Extension Environmental Assessment Study (1984)
- 3) MTO / Municipal Liaison (1986)
- 4) Highway 404 / 89 Overview Study (1989) – Cole Sherman

The problem with all of this is that the province is now, once again, proposing to construct this environmentally invasive, four lane freeway for a need that appears to be policy driven rather than fact driven. There has never really been a need for this four lane freeway other than it was a government policy / planning initiative.

This type of policy initiative now flies in the face of modern transit focused planning and climate control initiatives designed to dramatically reduce carbon emissions from automobiles by making vehicular transportation less desirable.

### **Environmental Assessment Approval of MTO's 1997 EAS was only granted in 2002.**

At that time, the Minister of Environment gave the following reasons for granting his approval:

1. On the basis of the proponent's Environmental Assessment and the Review, the proponent's conclusion that, on balance, the advantages of this undertaking outweigh its disadvantages appears to be valid.
2. ***No other beneficial alternative method of implementing the undertaking was identified.*** [Emphasis added]

The EAS only addressed potential solutions within MTO's mandate to build highways. It did not consider regional road enhancements such as bridges over the Holland River at Hochreiter Road and Ravenshoe Road or the substantially EA approved Hwy 89 Extension (2 lane highway).

No other alternative method of implementing the proposed undertaking was identified because MTO refused to consider any alternatives other than four lane highways.

### **The Bradford By-Pass Environmental Assessment Approval is based on what are now obsolete facts.**

The need for a four lane freeway has reduced significantly and therefore, justification for this level of service is likely no longer valid. The EAS outright dismissed the possibility of expanded commuter rail transportation as an alternative to their proposed four lane freeway. When the EAS was being conducted, GO transit served Bradford with two morning and evening trains. There was no passenger service north of Bradford and CN rail had filed for abandonment of its rail line north of Bradford. Cole Sherman's Highway 404 / 89 Overview Study (1989) found that most of the travel demand in the area between south Lake Simcoe and northern Newmarket was for north – south commuter travel to the GTA. They recommended that any east / west linkage be located as far north (close to Cook's Bay) as possible. Today, GO Transit's rush hour service has numerous trains serving two stations in Barrie, and one in each of Bradford, East Gwillimbury and Newmarket. All day train service is in the process of being implemented for this entire corridor. In December 2019, Metrolinx reported average

daily ridership of 2,343 persons serving these stations. This represents a very significant and increasing, reduction of travel demand for the Bradford Bypass.

### **Reasonable “Alternatives To”**

The residual travel demand in the Bradford Bypass study area can likely now be appropriately addressed by:

- Connecting Queensville Sideroad, via Bathurst St. and Hochreiter Road with 8th line in Bradford,
- If further east / west travel demand remains, this would best be addressed by connecting Ravenshoe Road to Line 12 or,
- Resurrecting MTO’s previously preferred Highway 89 Extension route to Ravenshoe Road.

These routes are shown on the attached maps. The Green highlights on the Hochreiter Road Bridge show the doubling of traffic capacity through Bradford.

All of these alternative routes conform to MTO’s stated preference to separate long distance travel from local traffic. The Bradford Bypass will combine this traffic.

Advantages of these proposed alternative routes include:

- Out-of-the-way travel between Barrie and Keswick / Brechin will be minimized. (Increased travel time caused by a two lane highway or regional road will be offset by the elimination of 12 km of out-of-the-way travel necessary to utilize the Bradford Bypass).
- Dramatically decreased impact on the provincially significant Keswick Marsh - i.e. addition of one two-lane bridge over the Holland River / Holland Marsh in Bradford instead of two, large, four lane bridges crossing the east and west branches of the Holland River.
- Costs: Elimination of five interchanges and 4 overpasses over all north/south roads between Hwy 400 and Hwy 404 together with an, as yet unknown, number of concrete columns supporting the freeway through the Holland Marsh.
- 16.2 Km of four lane paved freeway corridor avoided. The proposed solutions require a relatively short two-lane arterial roadway to connect Queensville Sideroad / Bathurst St. / Hochreiter Road with Bradford’s 8th line. If the Hwy 89 route is also adopted this will require a relatively short new two-lane highway connecting Hwy 89 / 11 Line to Ravenshoe Road.
- Substantially reduced carbon impact with respect to both construction and subsequent vehicle usage.

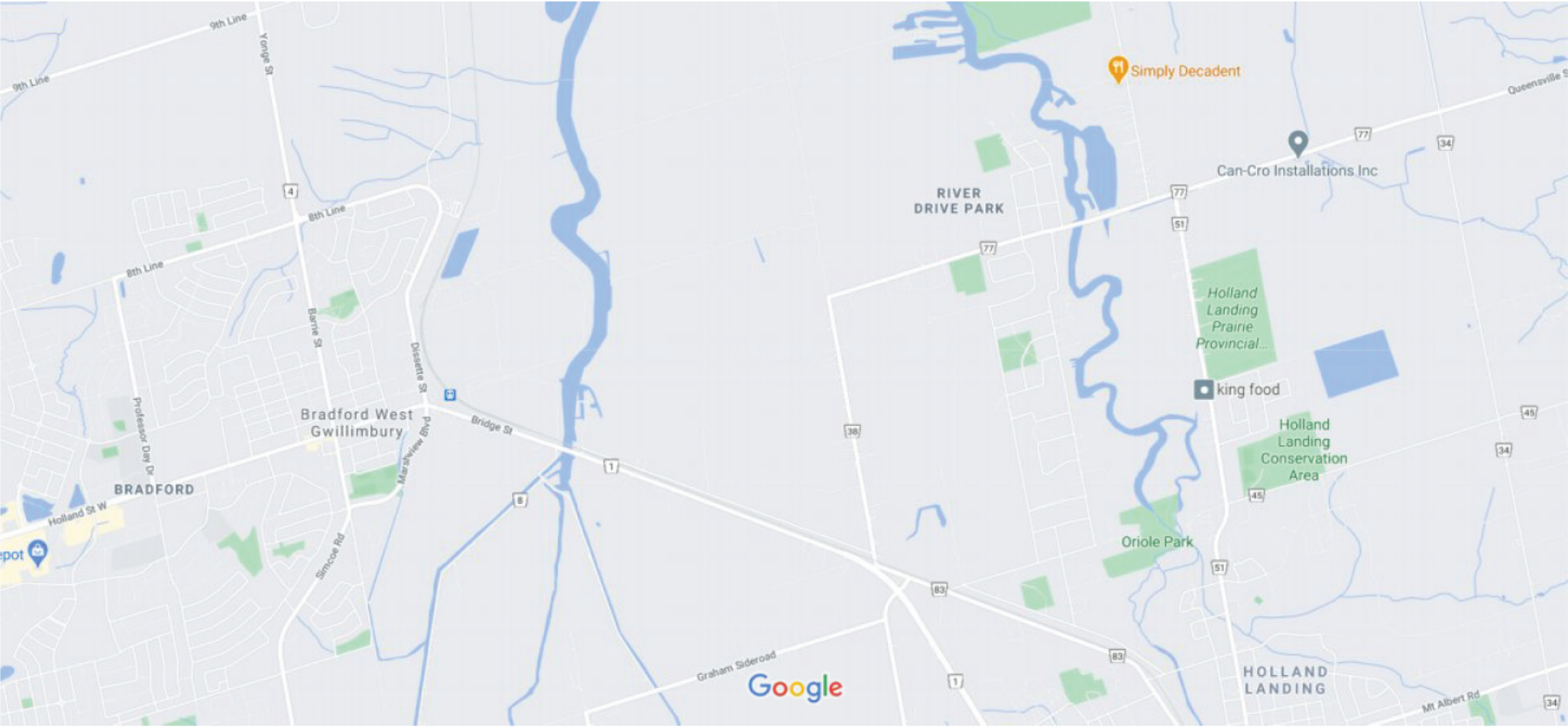
I encourage you to request the Bradford Bypass project consultants to conduct travel studies for the Bradford Bypass and these alternative route options. These studies should include:

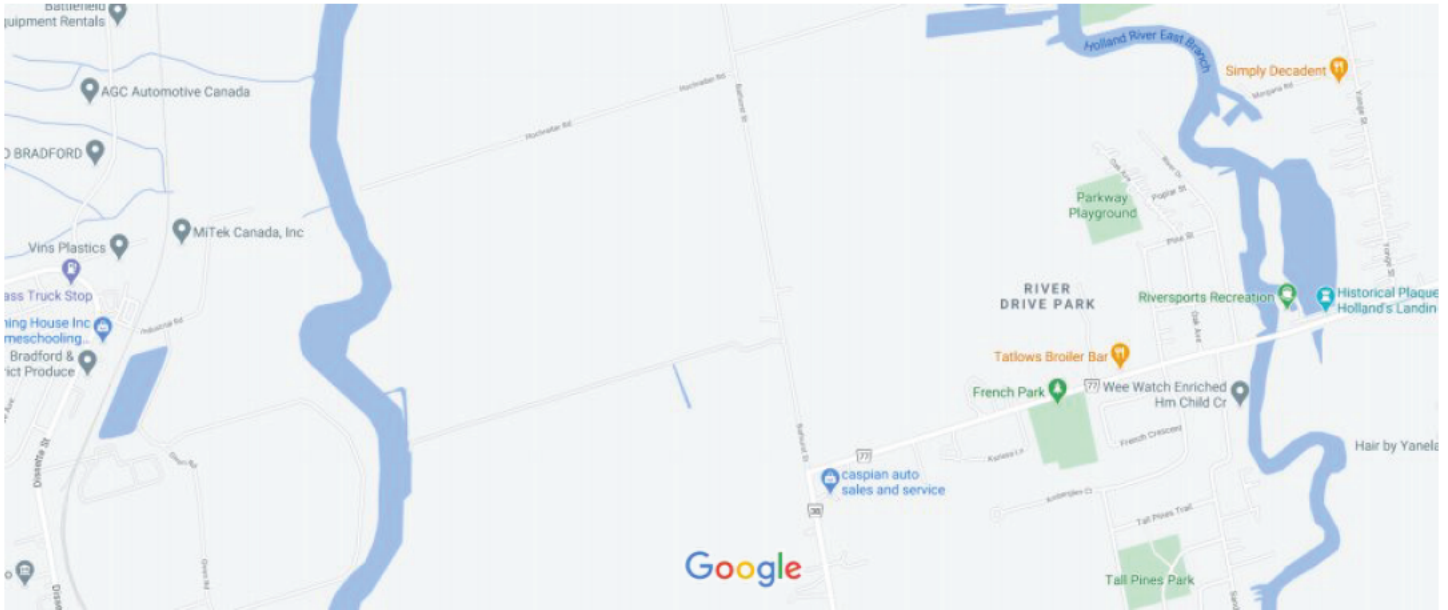
- Comparisons of estimated travel times for typical trips from your region to points at or east of Highway 404,
- Comparisons of costs for each of the alternatives,
- Carbon emissions for both construction and anticipated daily traffic volumes, and
- The cost of the Bradford Bypass versus the best alternative route or routes and the incremental cost / benefit of the Bradford Bypass versus the selected alternative(s)

In summary, I hope the foregoing will assist council in determining how to best represent the interests of both your constituents and all Ontarians. From my perspective this freeway is unnecessary, expensive and highly environmentally intrusive.

Respectfully submitted



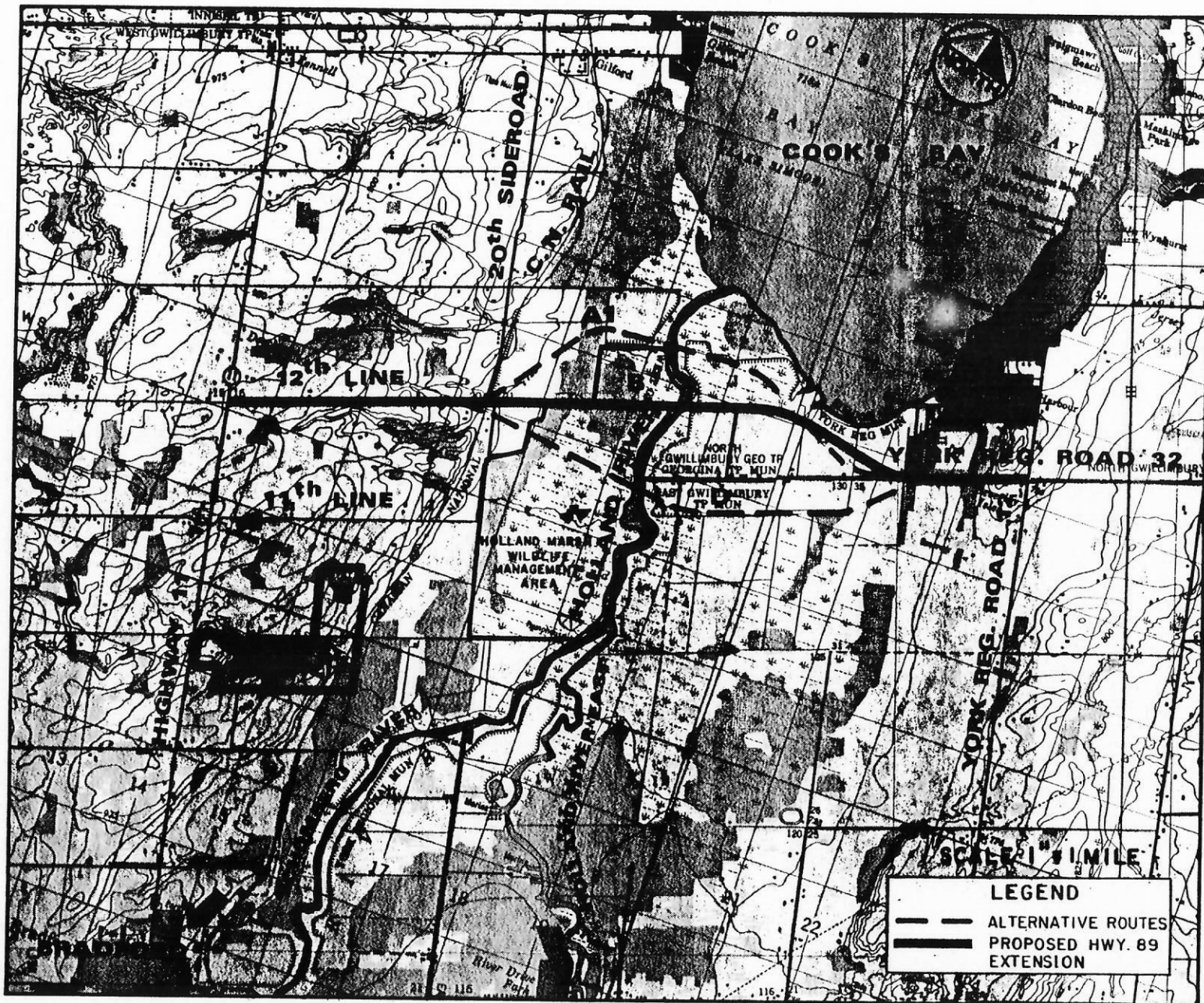








Imagery ©2020 Google, Imagery ©2020 CNES / Airbus, First Base Solutions, Landsat / Copernicus, Maxar Technologies, Map data ©2020 500 m



**Map 2**

**From:**

**Date:**

Saturday, May 29, 2021 6:14:21 PM

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I am writing to state my deepest opposition to the expressway that is expected to encroach on our very important Holland Marsh. It is completely outrageous that such an area could even possibly be considered to be bulldozed even on its fringes, for the sake of the almighty automobile. We all know that the 413 is not necessary. Once done, there is no going back. The Holland Marsh is terribly important for this province. How can this be even slightly considered to be an acceptable part of any future plan. Please stop it. Show what you are really made of and take a stand against the premier and all other corrupt politicians.

Regards,

[Redacted Signature]

**From:** [REDACTED]  
**To:** [cityclerks](#); [City Council](#)  
**Subject:** Holland Marsh  
**Date:** Saturday, May 29, 2021 4:06:09 PM

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Hello,

I am writing to support delegates who are speaking against the Holland Marsh expressway. All wetlands must be protected. We do not need any more mega highways. Please stop the sprawl.

Please include this as correspondence.

Thank you,

[REDACTED]

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You and 5 others

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**From:** [REDACTED]  
**To:** [Robert Thomson](#); [Ann-Marie Kungl](#); [Barry Ward](#); [cityclerks](#); [City Council](#); [Office of the Mayor](#); [Natalie Harris](#); [Gary Harvey](#); [Jim Harris](#); [Sergio Morales](#); [newsroom@simcoe.com](#)  
**Cc:** ["Doug Downey"](#); ["Jim Wilson MPP"](#); [Robin Martin](#); [LPRO](#); ["Geoff Kettel"](#)  
**Subject:** Proposed Bradford Bypass  
**Date:** Sunday, May 30, 2021 3:23:28 PM  
**Attachments:** [FUNI Bradford bypass City of Barrie May 2021.pdf](#)

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Dear Mayor Jeff Lehman and Councillors,

I am registering my strong opposition to this four lane 400 series highway, misnamed the Bradford Bypass and endorse the enclosed letter from Geoff Kettel of The Federation of Urban Neighbourhoods Inc.

This project should have been subject to a similar environmental assessment that the Federal Government imposed on the Highway 413 project.

The Highway connecting Highways 400 and 404, will traverse the Greenbelt passing through provincially significant wetlands south of Lake Simcoe. The Environmental Assessment (EA) for this project is over

twenty years old thus pre-dating the Greenbelt and Lake Simcoe Protection Plans, ***and*** does not provide a climate change impact assessment. Lake Simcoe is under more stress and is more vulnerable than any other lake in the GTA. \We should not be adding to this stress. Additionally, the Bradford Bypass transects some of the best agricultural land in Ontario, and destroy sensitive wildlife habitat in Greenbelt lands. As you must know, highways do not solve traffic congestion issues, just exacerbate them. More road vehicles generate more greenhouse gas emissions, and the accompanying pollution which accelerates climate change.

I urge you to please join the other affected communities and oppose this ill-considered highway. Thank you,

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

cc: [newsroom@simcoe.com](#)



# Federation of Urban Neighbourhoods

Community Counts. Civic Matters.

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May 29, 2021

Mayor and Council  
City of Barrie

**RE: Motion 21-G-136, Proposed Bradford Bypass**

Dear Mayor Jeff Lehman and Councillors,

The Federation of Urban Neighbourhoods Inc. is an umbrella organization of community and neighbourhood associations from across Ontario.

We wish to advise you of our strong opposition to this project, a four lane 400 series highway, misnamed as the Bradford Bypass. We note that the federal government has recently agreed to conduct an environmental assessment on the Highway 413 project, and this project deserves a similar calibre study.

The Highway will connect highways 400 and 404, on the Greenbelt passing through provincially significant wetlands south of Lake Simcoe. The Environmental Assessment (EA) for this project is over twenty years old. As such, it pre-dates the Greenbelt Plan and Lake Simcoe Protection Plan, and does not provide a climate change impact assessment. Lake Simcoe is under more stress and is more vulnerable than any other lake in the GTA. We should not be adding to this stress. Additionally, the Bradford Bypass would transect some of the best agricultural land in Ontario, and destroy sensitive wildlife habitat in Greenbelt lands.

As you are aware, highways do not solve traffic congestion issues, but rather encourage more vehicular travel. More vehicles on the road result in more greenhouse gas emissions, and more pollution.

We would request that you join communities in expressing your opposition to this highway.


Respectfully submitted,

*Geoff Kettel*

President

c.c. Doug Downey, MPP Barrie-Springwater-Oro-Medonte  
Jim Wilson, MPP Simcoe-Grey





May 26, 2021

Innisfil Council

**Re: May 26 Council Meeting, Agenda Item F.1 Request from Bradford to Pass a Motion Stating Support for the Bradford Bypass/400-404 Connecting Link**

Thank you for allowing me to speak tonight as a resident of York Region, I am asking Innisfil Council to refrain from expressing support for the Bradford Bypass.

The EA was initiated in 1997 and approved in 2002. The Greenbelt and Lake Simcoe Protection Plans did not exist and climate change was not part of the conversation or evaluation. Only three (3) public consultation sessions were completed during the late 90s on 'IF' the highway should proceed. The policy, social, environment and economics are completely different today. To suggest that a 20-year-old approval for such a large infrastructure project on environmentally sensitive land is adequate seems implausible. To say that the Province, York Region and County of Simcoe have completed extensive public consultation is disingenuous, people impacted now were not old enough to be consulted or did not live in the area at the time; Transportation Master Plans show a line on a map.

Justifying support for the Bradford Bypass because it has been on the books since the 70s is not an acceptable response. Why has York Region nor the County of Simcoe considered other regional solutions? York Region in 2008 lobbied the Province to include the Bradford Bypass in the Provincial Growth Plan<sup>1</sup>. York Region initiated and requested joint studies be completed with the County of Simcoe justifying the need for the Bradford Bypass<sup>2</sup>. Staff from the LSRCA and York Region, both chaired by Wayne Emmerson, have been silent and not provided any information to elected officials that would substantiate or refute public concern. In comparison [Peel Region](#) and the [TRCA](#) have been able to provide staff reports on Highway 413 to inform the decision making process. Both expressed concern about the environment. Peel staff also expressed concern about loss of agricultural land and public health asking for an agricultural impact assessment and public health impact assessment. At the March 18 meeting I was only given 5m to speak even though I requested and confirmed with the Clerk that I would be given 10 minutes to speak to separate agenda items, it was at the Chair's discretion. I was unable to depute on the Bradford Bypass only Highway 413. Politicians have not been critical of the proposed Bradford Bypass, some have lashed out at members of the public who have expressed concern. I do not understand why, when the information gaps and lack of process are so blatant.

The recently conducted Public Information Center on May 18 allowed for three hours but was closed after one hour and eleven minutes. It stated that the Province would complete all the necessary studies and public consultation prior to proceeding with early works construction. This statement is illogical if all studies and public consultation are completed early works construction is not needed. The Province

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<sup>1</sup> <http://archives.york.ca/councilcommitteearchives/pdf/rpt%203%20cls%202-34.pdf>

<sup>2</sup> <http://archives.york.ca/councilcommitteearchives/pdf/jan%2011%20brandt.pdf>

currently has no legislative authority to proceed with early works construction and the project team has not responded to emails when asked<sup>3</sup>.

Every time I ask a question I am told I will learn more at Public Information Centers or that it will be forthcoming in future studies. By the time these studies are done it will be too late because the opportunities the MTO is offering for public consultation will have been completed. Project benefits are continually stated but they are unsubstantiated there are no references to support MTO claims. Essentially the MTO is asking the community to accept the Bradford Bypass on blind faith.

The current provincial government has shown a clear and utter disregard for environmental protection and literally demonstrated they are willing to rewrite provincial laws to do as they wish on environmentally sensitive land and do so retroactively to absolve themselves of wrongdoing<sup>4</sup>. Reliance from the province for leadership on environmental protection and climate change is meaningless and it is foolish to think or advocate otherwise. **It is the Province's project but as we have seen with MZO's the Province needs municipal endorsement and support.**

**The Walmart Distribution in Vaughan approved by a MZO approved paving over a small PSW, in part, because the wetland has lost it's ecological value due to MTO supervised construction activities on the adjacent Highway 400. The consultant for the MZO approving a warehouse on the Duffins Creek wetland argued, in part, that the development should proceed because the wetland had been degraded due to the presence of highway 401. What will be the fate of the ecologically significant and environmentally sensitive lands surrounding the proposed Bradford Bypass be if it is built? What development will follow because the land has lost it's ecological value, significant?**

The health of Lake Simcoe is not as well as the province would like the public to believe. The Province has not met its reporting obligations under the Lake Simcoe Protection Plan. The impacts from the Bradford Bypass would be impossible to understand since the EA report is so dated and the health status of Lake Simcoe is not fully understood<sup>5</sup>. The Lake is under immense pressure and the Bradford Bypass would amplify an already stressed aquatic eco-system. Supporting this highway without question states to the people of Ontario that Innisfil Council doesn't care about the health of Lake Simcoe, the Greenbelt, farmland, meaningful action on climate change or the health and wellbeing of your constituents.

To be clear the public is not telling you that you can't develop or build roads or that our cities can't grow or change. The public is telling you that you can't build highways on wetlands and you can't support sprawl on prime farmland, on lands that are imperative to source and stormwater protection. The public is telling you that building highways is not consistent with our true priorities and needs; that the focus on the highway distracts the discussion and resources away from developing and improving the built environment of our existing communities. We are telling you that we will not support our taxpayer

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<sup>3</sup> <https://rescuelakesimcoe.org/wp-content/uploads/2021/03/2021-03-30-Ltr-to-Mulroney.pdf>

<sup>4</sup> "A provincial document assessing legal risks to the Duffins Creek project, obtained by CBC News, suggests the amendments would help shield the government against the lawsuit. "In the absence of the proposed amendments — in particular the proposal for retroactive application — there is a moderately high risk that the MZO would be found to have contravened the Planning Act requirements for consistency with the [provincial policy statement]," says the government document." <https://www.cbc.ca/news/canada/toronto/ontario-doug-ford-mzo-pickering-duffins-creek-1.5937584>

<sup>5</sup> <https://rescuelakesimcoe.org/wp-content/uploads/2021/03/Under-Pressure-Report-2021.pdf>



dollars being spent on something that predominately benefits private interests at the expense of public goods. **This highway is not about improving transportation for residents, it is about improving transportation for the commercial and industrial sectors; goods movement.**

Please join the growing voices of strong local governments opposing development that reduces Ontario's ability to be Climate ready and resilient. Please acknowledge that this EA is so dated and inadequate that York Region and The County of Simcoe must start over, must look at all alternatives and solutions regional and provincial.

Thank you,

