

# Lake Simcoe and the Bradford Bypass

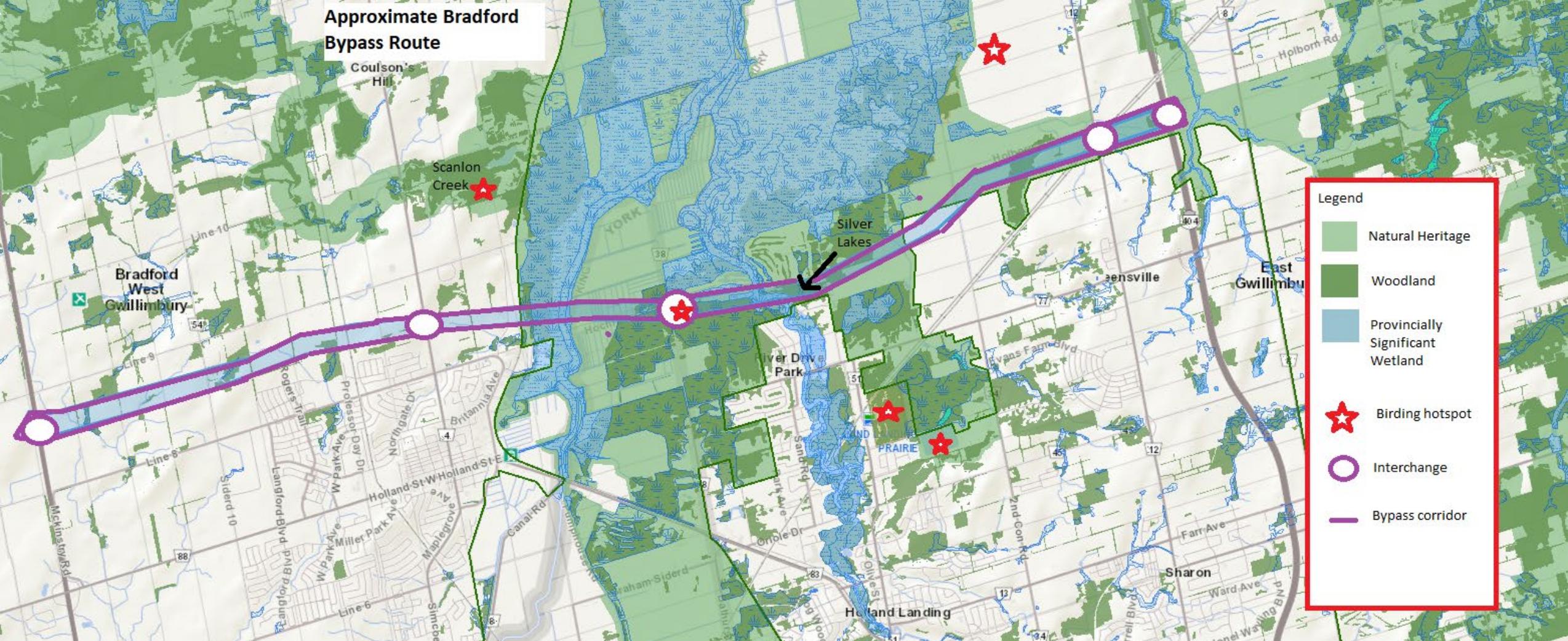


Delegation to Newmarket Council

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Executive Director, RLSC

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Route of Proposed Bradford Bypass

# Highways over wetlands and rivers are having a rough go these days

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- Is this a good time to build a raised highway over Lake Simcoe's most important wetland without full engineering studies yet and without a climate change assessment?



# Ontario Society of Professional Engineers says:

## “Concerns with this project

### *Outdated Environmental Assessment*

- This project is still being considered using [an environmental](#) assessment that was conducted by the province 24 years ago (1997).
- These studies are out of date. The EA process and requirements have changed drastically throughout this time frame, and so has the environment. The province should ensure a new robust EA is conducted. Construction should not start without a proper EA in place.”  
<https://ospe.on.ca/advocacy/bradford-bypass-and-evidence-based-decision-making/>



**ONTARIO  
SOCIETY OF  
PROFESSIONAL  
ENGINEERS**

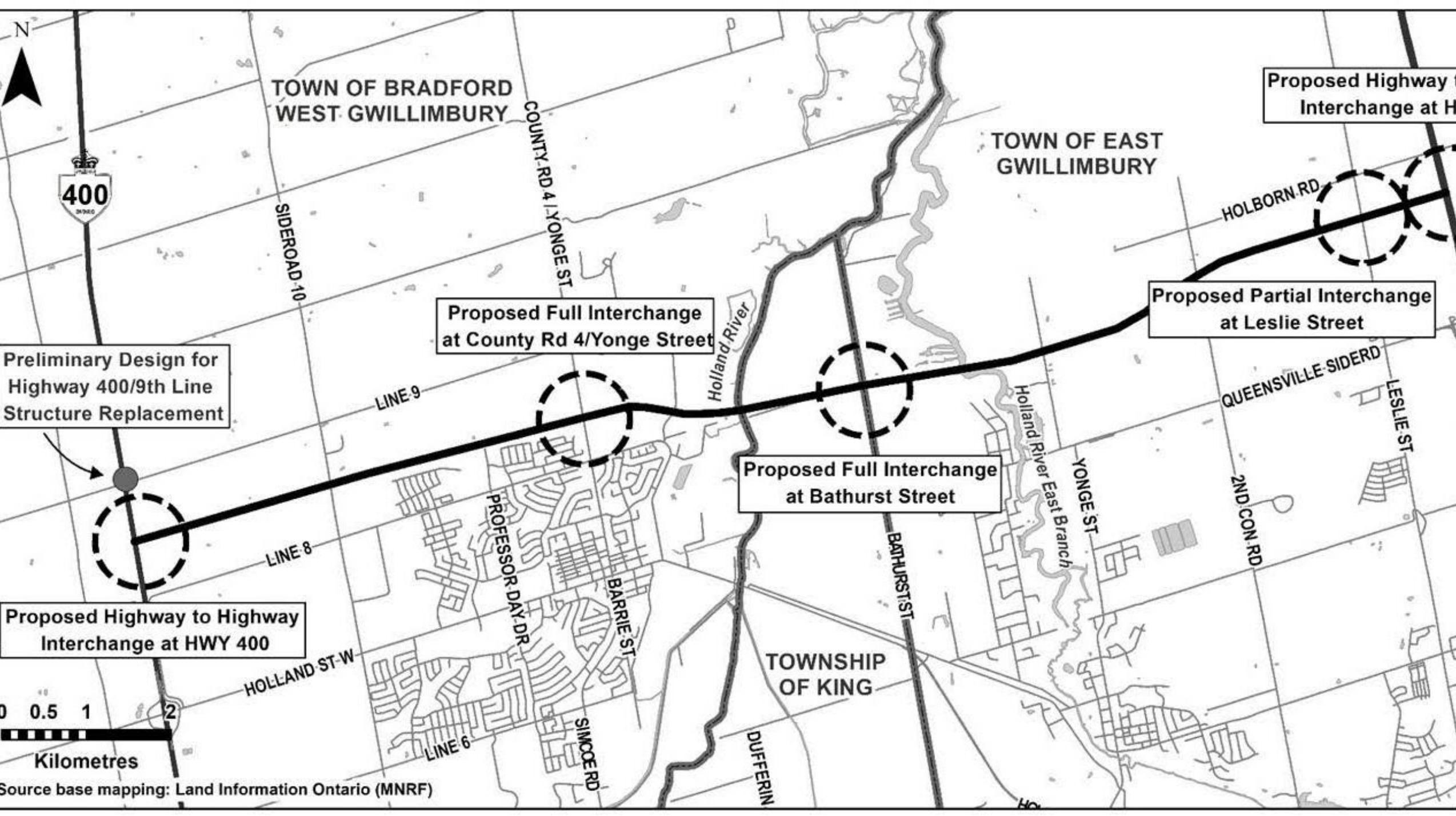


Lake Simcoe's Cooks Bay

# Lake Simcoe a salt water body in 38 years?

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- No assessment of the additional nutrient loading and chloride in Lake Simcoe
- Highway 404 has increased salt pollution in the Maskinonge River. Pre-404, 12% of samples of river water quality tests exceeded the provincial acceptable chloride levels; post 404 74% of samples exceeded the acceptable chloride level.
- We believe there are little to no remediation techniques for this impact of highways.
- Will mitigation be in line with the provincial Lake Simcoe Protection Act and Plan reductions?



# Council resolutions for greater scrutiny

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- **Barrie:** May 31, 2021 request Impact Assessment
- **Brock:** July 19 2021 request Impact Assessment
- **Georgina:** August 11, 2021 request more studies and assessments ... as per the notice of approval under the Environmental Assessment Act in 2002; and that the Government of Ontario commits to publicly releasing all studies and assessments;
- **Innisfil:** May 26, 2021 deadlock but did not vote to “support” either
- **East Gwillimbury:** Nov 16, 2021: Asking for studies that the province has exempted itself from doing, that they enact a robust consultation strategy, that they release studies “now or in the near future to help substantiate project impacts and benefits including:
  - i. Diverting traffic and commercial vehicle volumes from the adjacent road network.
  - ii. Estimating the reduction in vehicular accident frequencies on the adjacent road network.
  - iii. Estimating the overall reduction in traffic delay/congestion on the adjacent road network and associated GHG emissions.
  - iv. Identifying and assessing the environmental impacts to the physical environment.
  - v. Estimating the impact on travel times for users of the highway and on the adjacent road network.
  - c. Adding an additional Public Information Centre(s) beyond the two within the current project’s schedule;
  - d. Enacting a robust public communications strategy;
  - e. Considering adding or moving an interchange at 2nd Concession Road;
  - f. Reviewing and addressing traffic and operating impacts to the adjacent transportation system, specifically at Highway 11 and Bathurst.
- **Ramara:** Nov 22, 2021: we support the request for the Federal Impact Assessment and that we request a traffic survey to be completed
- **Newmarket:**

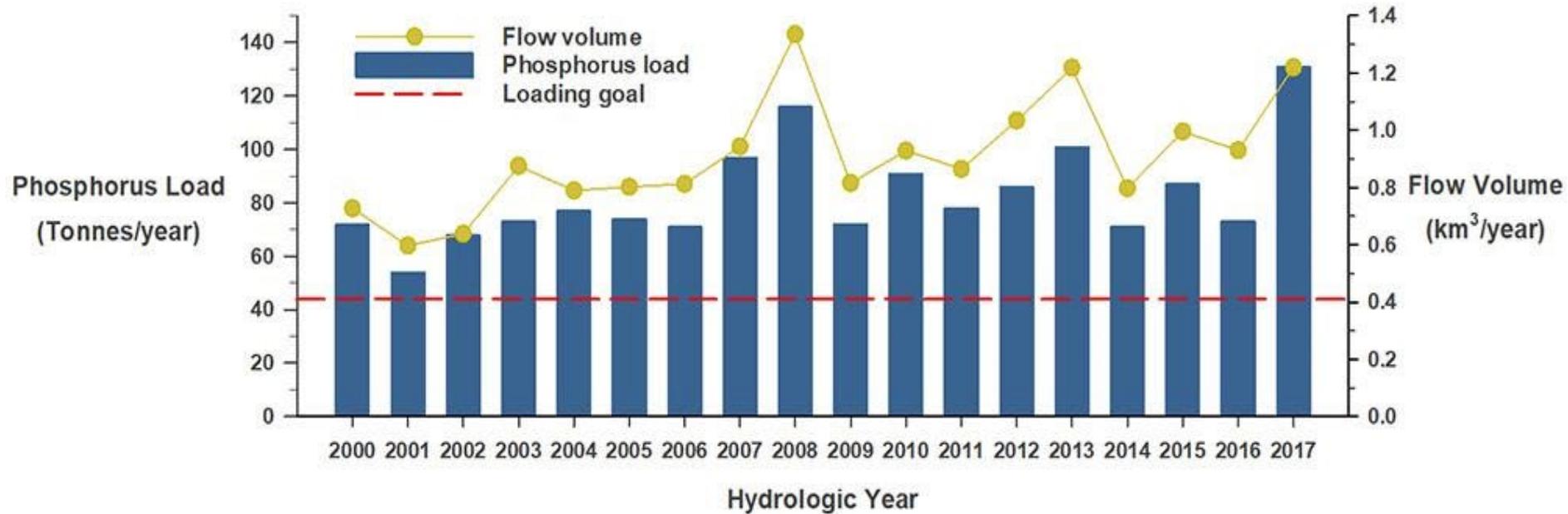


## Public comments: York Region:

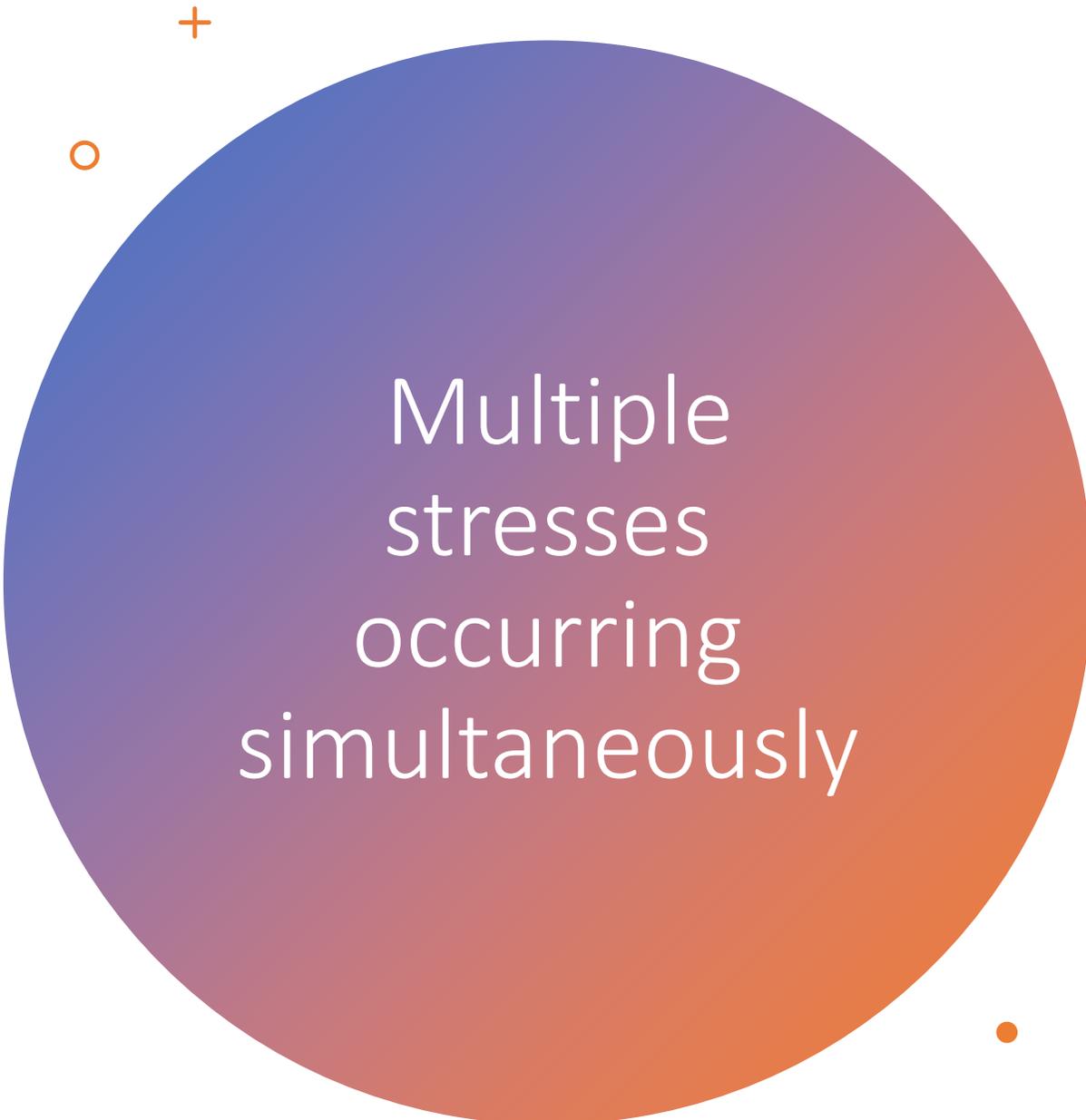
“The Region anticipates the current provincial Environmental Assessment process for the Bradford Bypass will continue to address environmental, social, economic and health issues as well as necessary public consultation to balance the needs for all community stakeholders.”

Staff report re IAA BBPass

# Climate change and Phosphorus loads



The Lake Simcoe Region Conservation Authority's Climate Change Mitigation Strategy says transportation accounted for 54% of total greenhouse gas emissions in the Lake Simcoe watershed in 2016. And further, "the business as usual scenario where population growth proceeds as projected, and no specific action is taken on emissions reduction, predicted an increase of 57% in net emissions from the 2016 baseline." [to 2041]



Multiple  
stresses  
occurring  
simultaneously

- Lake Simcoe Protection Plan review;
- Pressure on Sewage Treatment Plants: Upper York Sewage System pending;
- Orbit MZO proposal for 150,000 in Innisfil, near shore of Lake Simcoe;
- Growth Plan requires municipalities to plan for low density growth to 2051;
  - Conservative estimate that this will add another 15 tonnes of phosphorus per year to Lake Simcoe, over and above the anticipated impact of growth approved for 2016 – 2031, which the province estimated would add 9 to 15 tonnes of phosphorus per year to Lake Simcoe.

# Lake Simcoe Protection Act objectives affected by the Bradford Bypass

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- Reduce the discharge of pollutants to lake Simcoe and its tributaries
- Improve the Lake Simcoe watershed's ability to adapt to climate change
- Improve conditions for environmentally sustainable recreation activities...
- Promote environmentally sustainable land and water uses, activities, and development practices.

# Lake Simcoe Protection Plan principles ignored by the Bradford Bypass



- **Precautionary approach:** Caution will be exercised to protect the environment when there is uncertainty about environmental risks.
- **Adaptive management approach:** Continuously improve and adapt our approaches, policies, and management by incorporating new knowledge and innovative design, practices and technology from ongoing science and monitoring.
- **Sustainable development approach:** Economies and communities in the Lake Simcoe watershed will need to continue to grow but must do so in conformity with provincial plans including this Plan, GP, GB Plan, ORMCP, PPS, so that growth is managed in a manner that sustains a healthy ecosystem, healthy communities and healthy economies.

# Lake Simcoe Protection Plan objectives undermined by the Bradford Bypass

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- Achieve protection of wetlands
- Achieve a greater proportion of natural vegetative cover in the watershed
- Restore natural areas or features
- Achieve increased ecological health based on the status of indicator species and maintenance of natural biodiversity
- Other impacts: salt from roads, dissecting and fragmenting natural areas, migratory birds, climate change.



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