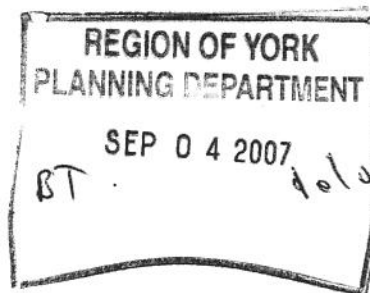




[ FORBID ROADS OVER GREEN SPACES ]

Commissioner of Planning and Development Services  
York Region Administrative Centre  
Box 147  
17250 Yonge Street, 2nd Floor  
Newmarket, ON  
L3Y 6Z1

September 3, 2007



Dear Commissioner:

Re: ROPA 58 - DESIGNATION AND ALIGNMENT UPDATE FOR HIGHWAY 404  
AND BRADFORD BYPASS STATUTORY PUBLIC MEETING AND  
INFORMATION REPORT FILE D05.102.58

Our association represents over 200 residents in the Holland Landing, River Drive Park communities in East Gwillimbury. Since 1993, we have been actively involved with the Ministry of Transportation's Environmental Assessment for the proposed Bradford Bypass. We are very concerned about the effect this proposed highway will have upon our rural communities and pristine environment. Members of our Association have also been involved in your Region's Oak Ridges Moraine, Regional Report Card, Vision 2026, Transportation Master Plan and Trunk Sewer public consultations. We are most encouraged by the commitment and leadership York Region is showing toward the preservation of our environment and the objectives of "Smart Growth".

Given the Region's demonstrated commitment to sustainable development consistent with the Ontario government's award winning Smart Growth policies which are laid out in the Places to Grow Growth Plan, we are disappointed to see this proposed OPA amendment in the form proposed. We wish to remind regional council, that both the province's Green Belt and Places to Grow legislation were implemented after the completion and approval of MTO's environmental assessments for both the Hwy 404 extension and the Bradford Bypass. As with most new legislation, the Places to Grow Act is not retroactive. Land related approvals already in place, such as the Queensville Plan and these highway EA approvals were not rescinded even though they are in stark contradiction to the objectives set out in the Places to Grow legislation.

The Context section of the Places to Grow Growth Plan for the Greater Golden Horseshoe issued in 2006, clearly states that development outside of designated growth areas is not a provincial priority.

“This Plan envisages increasing *intensification* of the existing *built-up area*, with a focus on *urban growth centres, intensification corridors, major transit station areas, brownfield sites and greyfields*. Concentrating new development in these areas also provides a focus for transit and infrastructure investments to support future growth.<sup>1</sup>

We believe this ROPA should be drafted in a manner that clearly reflects the objectives and vision embodied in the Places to Grow Growth Plan. We believe the proposed amendment fails to achieve this objective for the following reasons:

The words: “are not currently included in the growth plan” in the following policy statement could easily lead the reader to incorrectly believe that Growth Plans will be reissued and updated relatively frequently and that the inclusion of these proposed highways in a revised Growth Plan may well occur in the relatively near future.

1. That Policy 6.1.13 clause c) be deleted to be replaced by the following:  
“6.1.13 c)

In June 2006, the Province approved the Places to Grow Plan which manages growth and development to 2031. Highway 404 from Green Lane to Ravenshoe Road is shown in the Growth Plan and construction completion is expected by 2012. Highway 404 from Ravenshoe Road to Highway 48/12 and the Highway 400-Highway 404 Extension Link (Bradford Bypass) are not currently included in the Growth Plan, but are considered longer-term transportation initiatives. As such these facilities have received Provincial Environmental Assessment route approval and are designated as Controlled Access Highway.”

Our understanding is the provincial government has clearly indicated that these highways are not in their plans for the next thirty years. Leaving this potentially misleading wording in this amendment will likely create inappropriate pressure for further sprawl as property speculators (developers) buy up properties adjacent to these transportation routes as they have done over the past many decades. It was precisely these developer’s actions in the past that created the sprawl we have today. We recommend that the wording of this amendment be accurate rather than editorial in nature given the following facts:

- \* these highway corridors have received provincial EA approval subject to a number of strict conditions such as those relating to Lot 118 and the requirement for full scale archaeological preservation (Phase 4) prior to the commencement of any construction.
- \* the proposed routes have been designated controlled access highway corridors and registered against the titles to the affected properties.

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<sup>1</sup> Places to Grow Plan 2.1 Context

- \* federal EA approval and detailed design work have not been undertaken. (MTO work to obtain federal EA approval was cancelled in response to the introduction of the Places to Grow legislation).
- \* these routes are not included in the province's 25 year infrastructure plans as set out in the Places to Grow Plan.

We recommend the following wording for this policy statements:

In June 2006, the Province approved the Places to Grow Plan which manages growth and development in the Greater Golden Horseshoe area to 2031. Highway 404 from Green Lane to Ravenshoe Road is shown in the Growth Plan and construction completion is expected by 2012.

Highway 404 from Ravenshoe Road to Highway 48/12 and the Highway 400-Highway 404 Extension Link (Bradford Bypass) have received Provincial Environmental Assessment route approval and are designated as Controlled Access Highways. The Highway 404 extension beyond Ravenshoe Road and the Bradford Bypass are not included in the Places to Grow Growth Plan.

Respectfully submitted  
On behalf of F.R.O.G.S.



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