

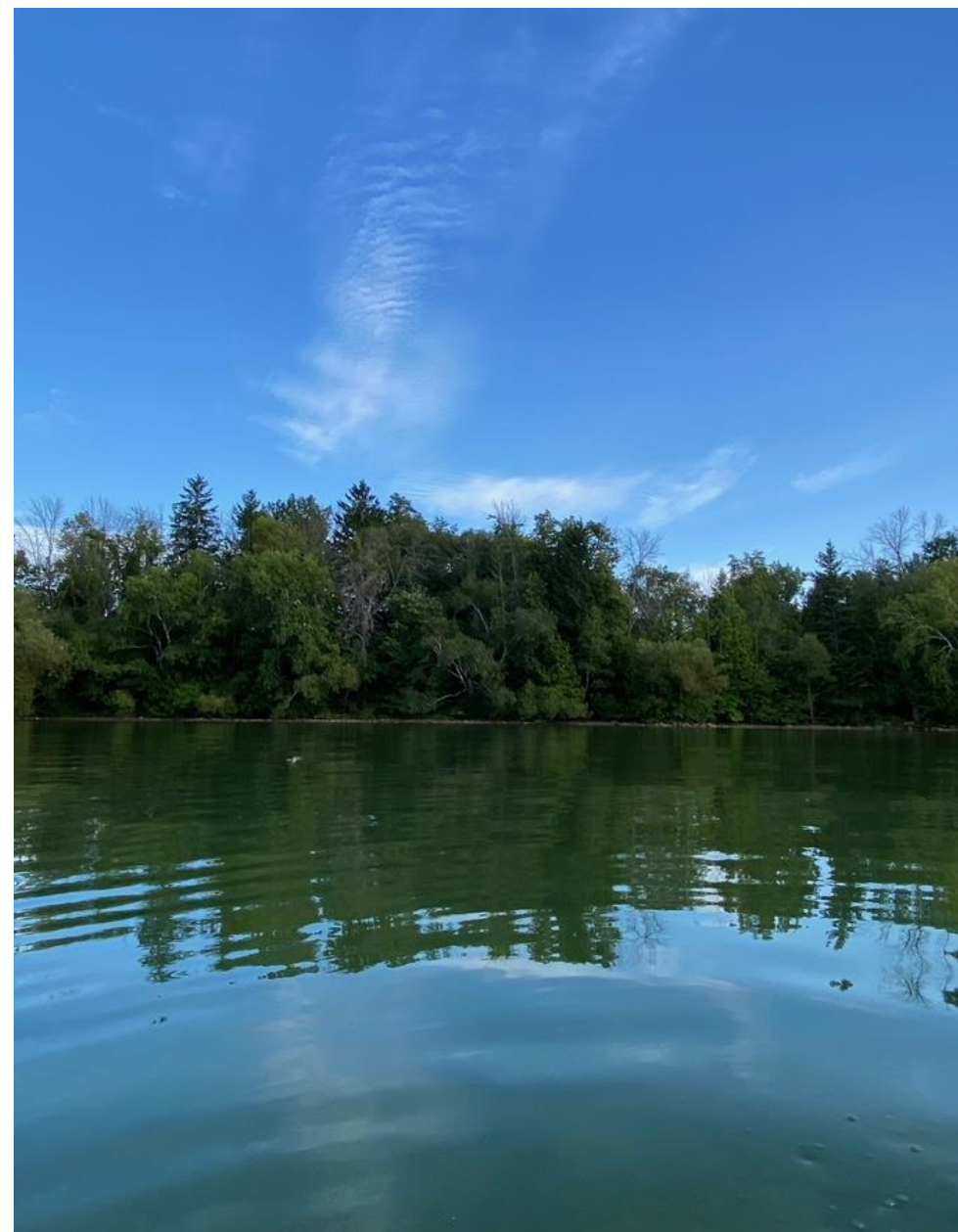


Protect Lake Simcoe

Lake Simcoe South Shore Residents Association

October 23, 2023

THIS PRESENTATION IS INCOMPLETE WITHOUT ACCOMPANYING ORAL COMMENTARY



The natural shoreline where the road is proposed to meet the causeway that will be severely at risk if this project comes to fruition.

About Us

- The Lake Simcoe South Shore Residents Association (“LSSSRA”) represents several hundred residents that will be directly affected by the Georgina Island bridge and causeway project.
- The LSSSRA’s priority is the wellbeing of everyone who lives by the lake, including the Chippewas of Georgina Island First Nation, the thousands of campers who visit the almost adjacent Sibbald Point Provincial Park, non-member residents, boaters and Lake Simcoe itself.



The Proposed Project

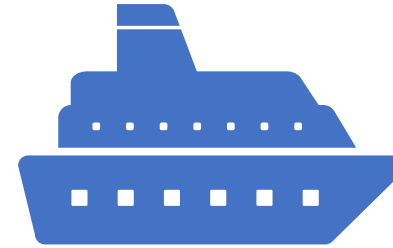
- The Chippewas of Georgina Island First Nation are proposing to construct and operate what they have named the Georgina Island Fixed Link Project.
- This project consists of a 3.6 km two lane 40-foot-wide roadway, including two permanent causeways, a new 1200 metre-long 65-foot-high bridge and a 1 km roadway through the Greenbelt connecting the southern end of Georgina Island to the mainland in the Town of Georgina across Lake Simcoe.
- The project would require building two massive concrete and steel piers in Lake Simcoe's bedrock to anchor and support the 1.2 km steel bridge 65 feet above the water.



Our Asks



Subject the **bridge and causeways** to a complete and comprehensive impact assessment



Consider the alternatives to the **bridge and causeways**, such as an electric ice capable ferry



The Need for an Impact Assessment



Size & Scope

- At 2.4 km in total length, not including the roadway connecting it to Black River Road, the project would be one of largest structures in Canada.
- The bridge alone will be 1.2 km long and 65 feet high. For context, the Gordie Howe International Bridge connecting Windsor and Detroit, is approximately the same size as the bridge and causeway.
- The project would be significantly longer than the Niagara Falls Peace Bridge, which only measures 1.77 km.



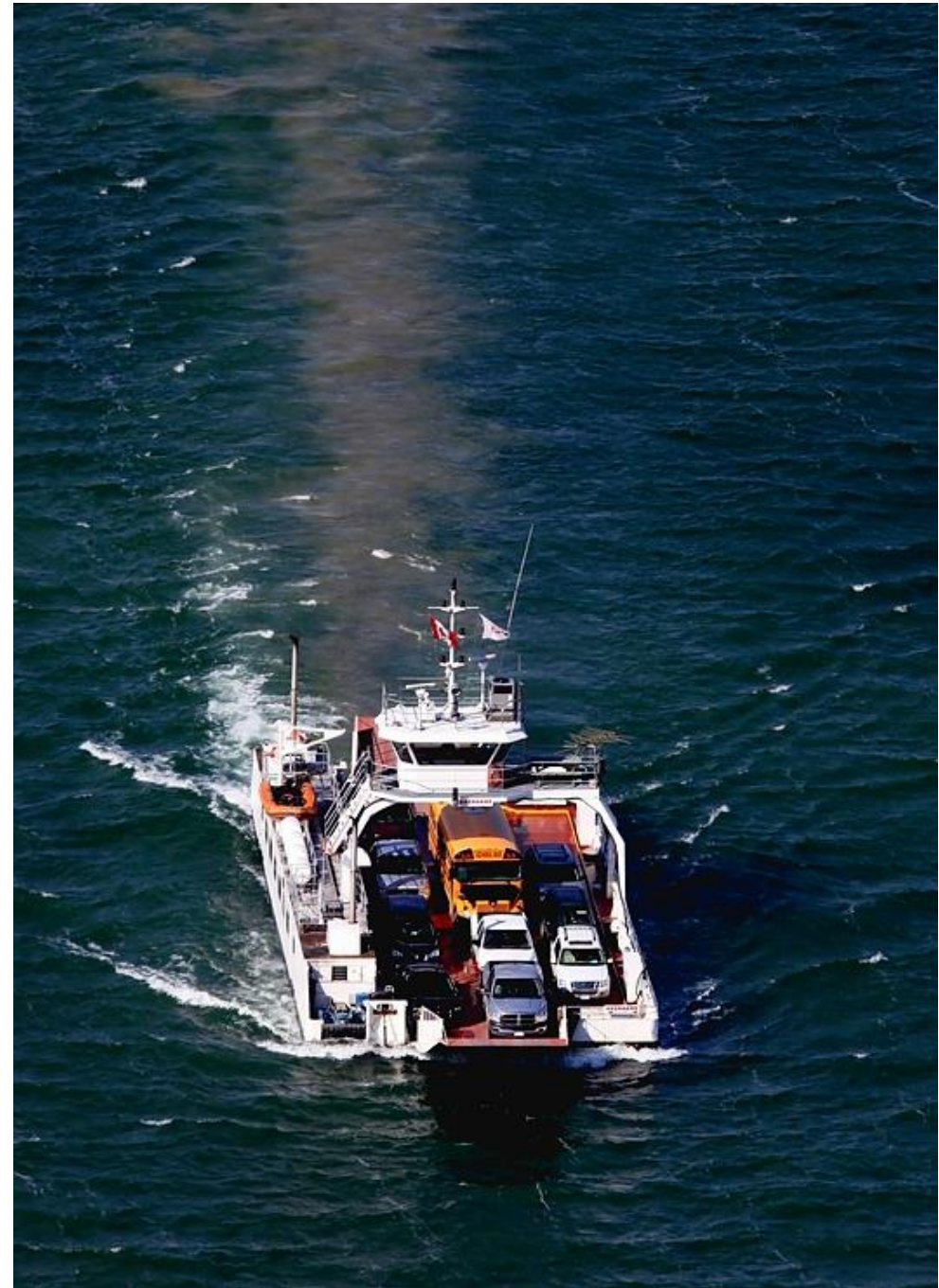
Environmental Impact

- Construction of causeways would require **4.5 million cubic metres of rock, stones, earth and concrete** to be poured into Lake Simcoe, threatening drinking water and the health of the lake's fish and marine wildlife, including crayfish, frogs, birds, turtles, snails, insects, crustaceans, fish, birds and others.
- Building massive concrete and steel piers would disturb natural fish spawning habitat, including **at-risk species**, and habitat for thousands of birds, mammals, and amphibians.
- Salt and chemicals required to be used to melt ice will find its way into the lake, posing danger to marine life and animals
- Construction of the 1 km roadway connecting the project to Black River Road estimated to require **clear cutting thousands of mature trees** on the mainland in the area designated as Greenbelt.



No basis for exemption

- The claim that the age of the existing ferry makes the exemption from the Impact Assessment process necessary lacks substance.
- According to the manufacturer of the existing ferry, Hike Metal Products, the existing ferry likely has at least 26 years of active service left before it is unusable.
- This means that the Impact Assessment process, which could take between one to four years to complete, could proceed without the risk of the Chippewas of Georgina Island First Nation lacking a safe way to travel to and from the mainland.



Alternatives



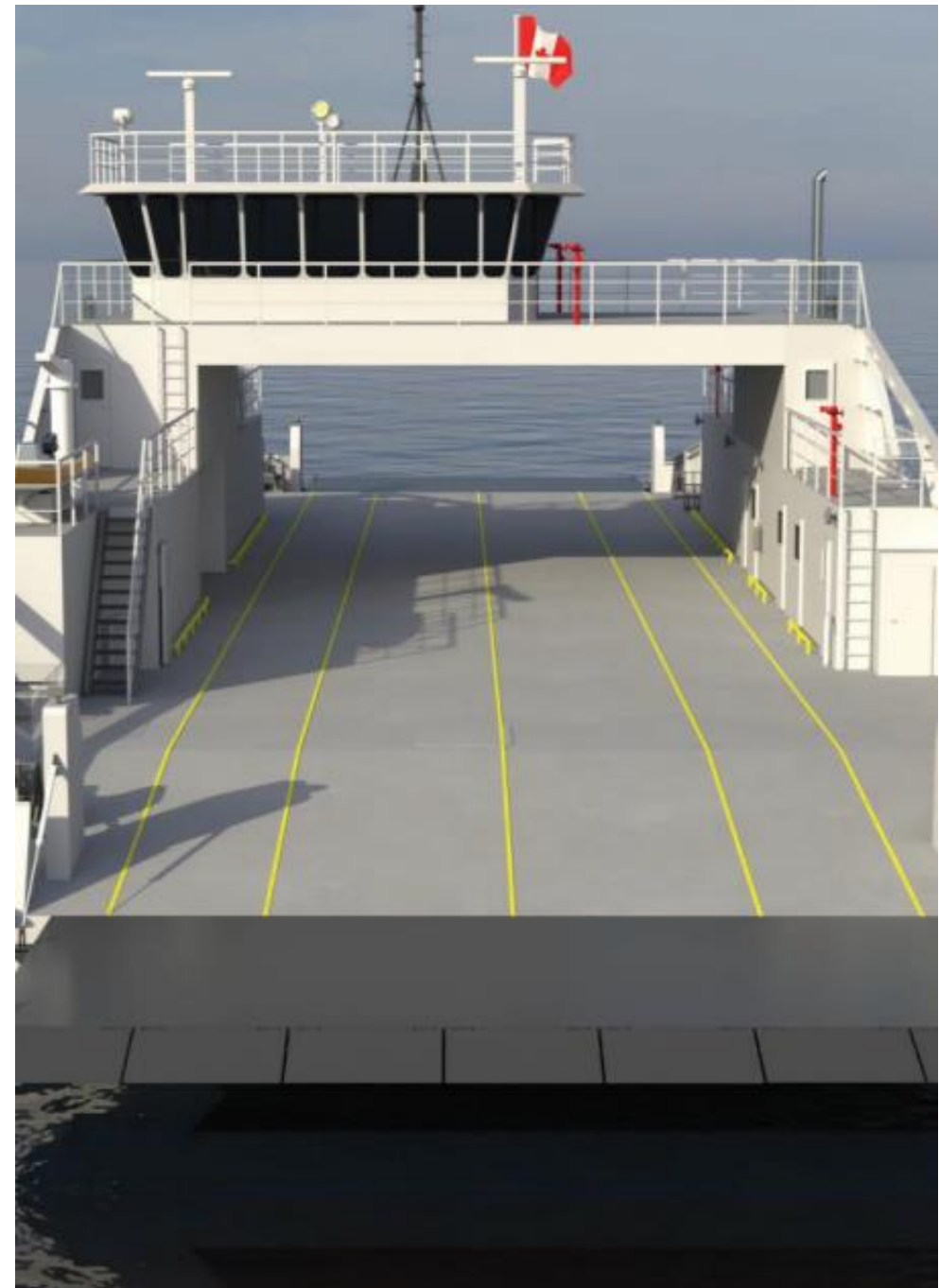
Alternatives

Option 1: Purchase large electric ice capable ferry

- 50% larger than current ferry
- Capacity to transport 70 people at 24 cars
- Enable year round, 24/7 rapid, safe, reliable access to mainland
- Draught of 7 feet, providing significant buffer zone
- Zero environmental impact
- Estimated 50-60 year life span
- Estimated cost of \$34 million according to Hike Metal Products

Option 2: Purchase same size electric ice capable ferry

- Same benefits as larger ferry
- Reduced cost \$28 million



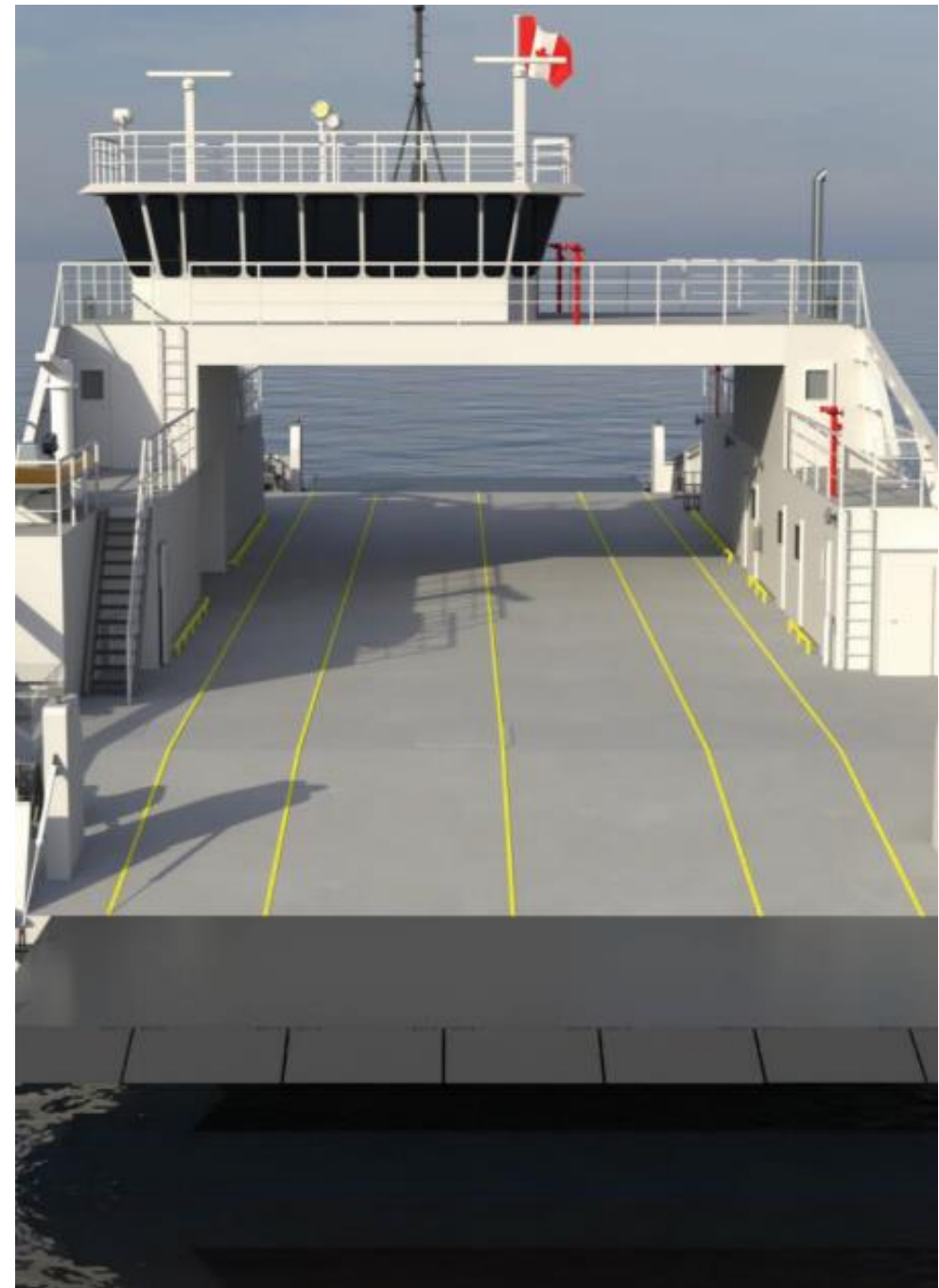
Alternatives

Option 3: Electrify and retrofit existing ferry

- Eliminate harmful diesel emissions
- Strengthen operational ability in winter months
- Reinforcing hull would ensure ability to break through thick ice
- Estimated cost of \$5-6 million according to Hike Metal Products

Option 4: Operate two ferries

- Existing ferry could be electrified and retrofitted in addition to purchasing a new electric ice capable ferry.
- This would double the capacity and halve the wait time during the busy season.



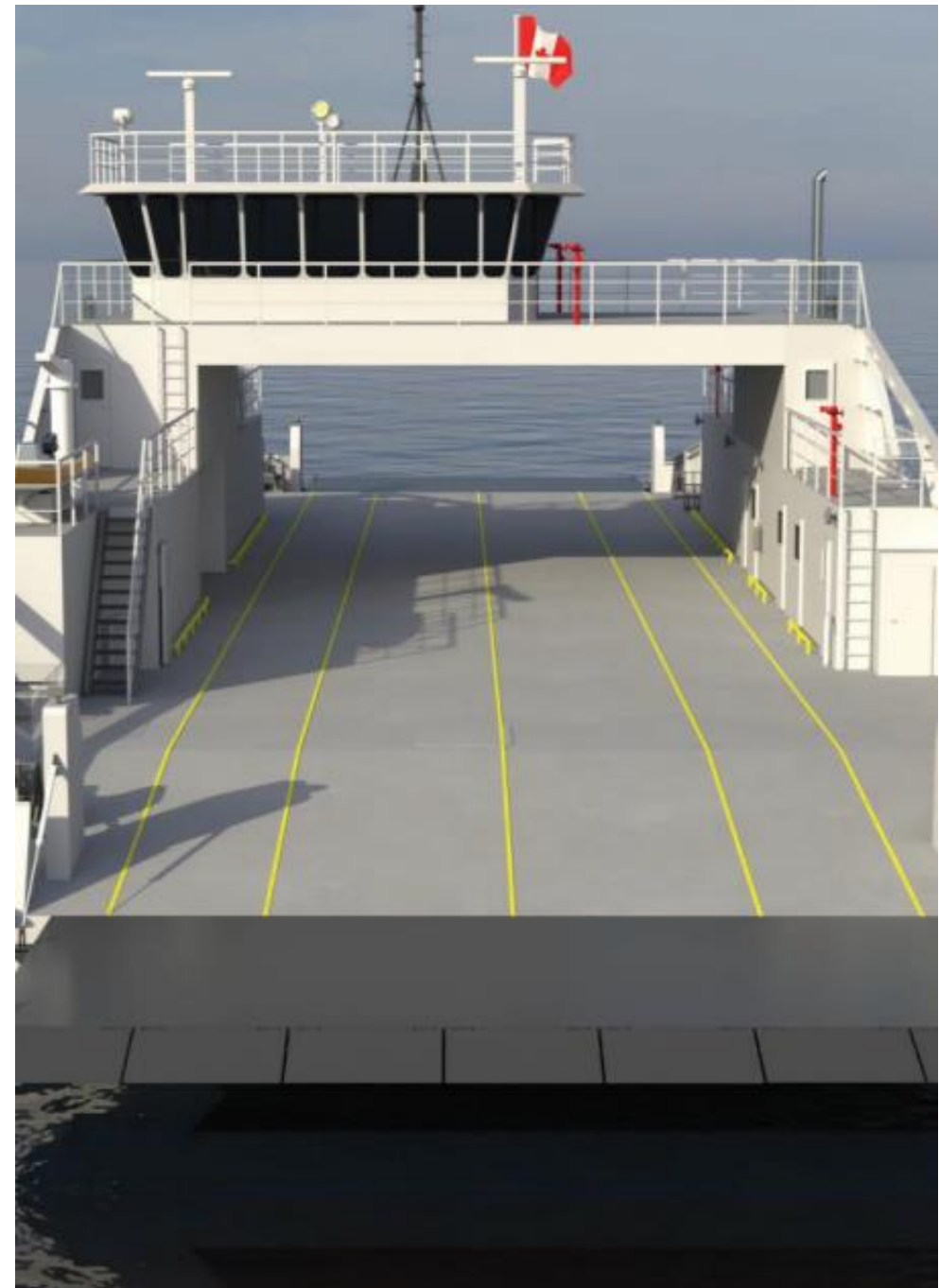
Alternatives

Option 5: Air-cushion vehicle

- Option to transport emergency vehicles (in addition to other ferry options)
- Capable of travelling over land, water, mud, ice and other surfaces, no matter the weather
- Estimated cost of \$2 million

Option 6: Continue using existing ferry

- Existing ferry is not “end of life”
- Existing ferry is 24 years old – Hike Metal states it should have at least a 50-year lifespan, meaning it has 26 years left of active service



Thank you

