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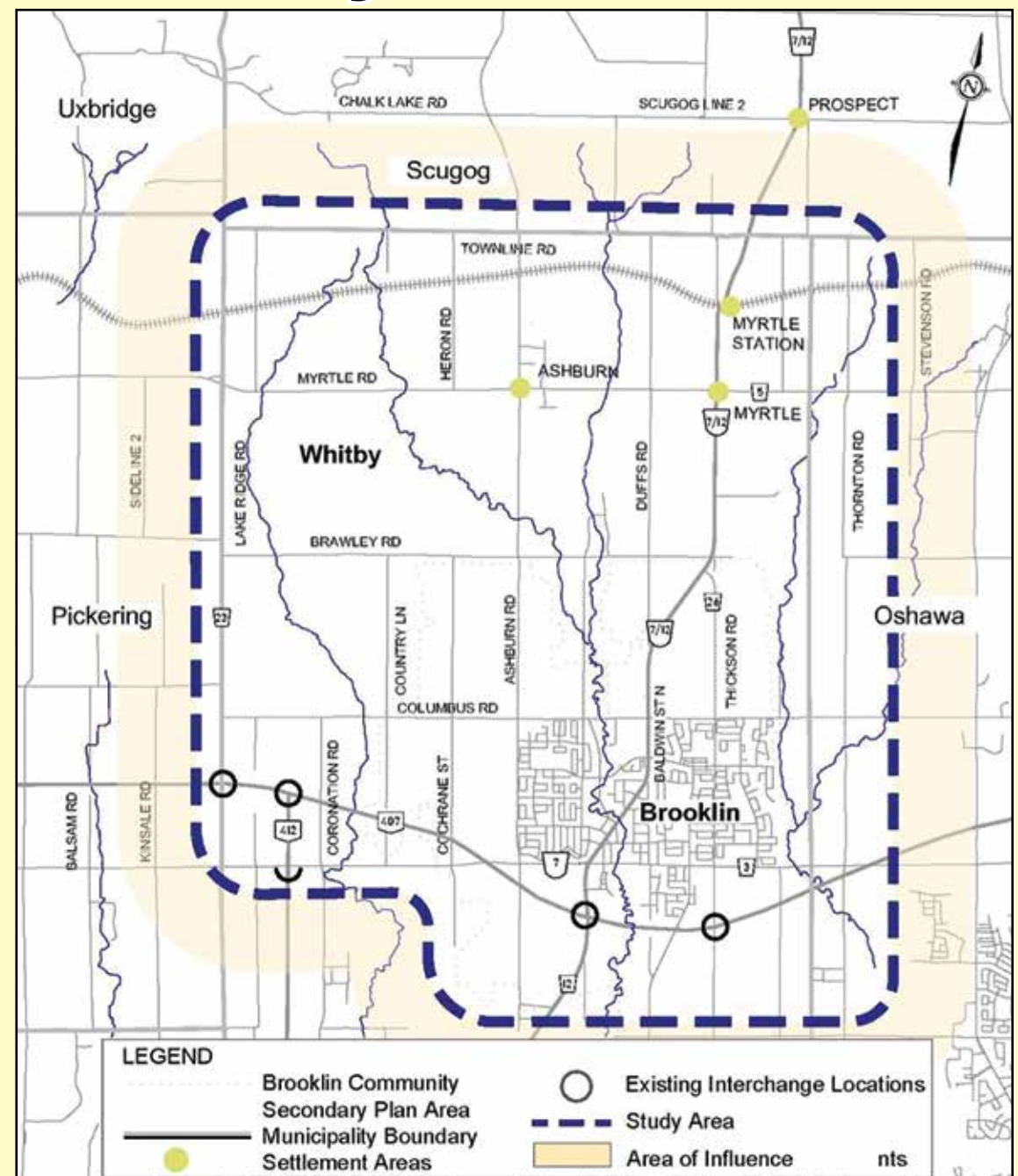


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Highway 7/12 Alternative Elicits Plenty of Reaction



See Letters to the Editor from Brooklin business owners, Ashburn & Myrtle residents, and Mayor Don Mitchell on pages 4&5.

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The Dopp House

By Jennifer Hudgins

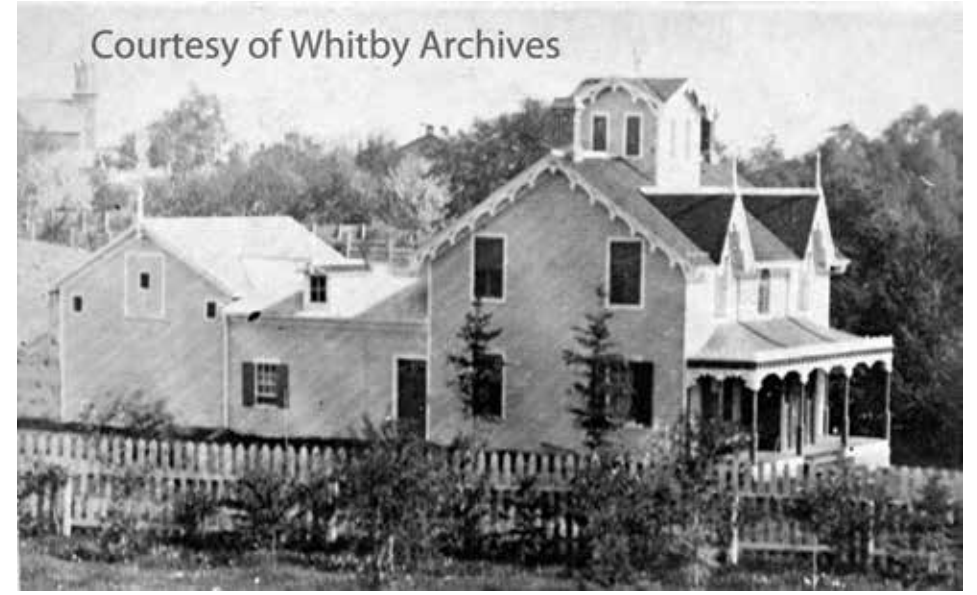
When you head north on Baldwin from downtown and cross the bridge, you immediately pass a long driveway on the east (right) side that leads to a home you cannot see from the road. There, at 85 Baldwin, hidden from view, sits a century old home on a 1.75 acre parcel of land.

Generally known as the Dopp House, the dwelling has had

multiple owners over the years, though one of the most memorable was Eugene Dopp, who was recognized for his contributions to Canadian lacrosse. He had bought the property as a summer home for his family.

Crown land

At the beginning of its documented history, before the house was built, the land belonged to the Crown. In 1803, seven acres was given to Arthur McCormick, however, there is no record of its intended use. Between 1840 and 1898, a few familiar names owned all or part of the land at one time or another. Businessmen Amos Way, Daniel Way, and John Campbell, co-owners of the Brooklin Mill, and Georgina Darlington, daughter of Reverend Robert Darlington, the postmaster and treasurer of Whitby Township, are among them.



Township, are among them.

It is possible that Campbell may have purchased the land with the intent to build a mill pond since Lynde Creek ran alongside it. But he eventually sold the property without making any changes. From 1890 onwards, ownership continued to change and the reasons for buying the land remained somewhat of a mystery until 1906 when Robert Hannah built the historic house.

In 1912, Frank Luke bought the house from Hannah. Luke owned the butcher shop on Roebuck Street and his wife, Lillian was one of the founding members of the Brooklin Women's Institute. They lived their for 25 years, raising their 13 children.

A lacrosse leader

He sold it in 1937 to Gene Dopp, the man responsible for initiating senior "A" lacrosse in Brooklin.

Dopp and his wife Greta moved their five children from Toronto every spring to the house they referred to as their cottage. In the fall they moved back to the city and the house sat empty over the winter. After retiring in 1961, he and Greta sold their Toronto home, made some renovations to the Baldwin Street house, and moved in permanently to become full time Brooklin residents. This gladdened the hearts of local lacrosse players and fans.

After he passed away, his wife severed the land and sold half for housing on Bagot Street. After her death, the remaining 1.75 acres parcel with the house was purchased by the Garants.

From 2012 to the present, the owners have been Michael and Catherine Schuck, who is president of Group 74. They and their family reside in what is still known to locals as the Dopp House.

What You Need To Know This Week:

CONNECT WHITBY



- Share your thoughts on autonomous vehicle technologies, including the Whitby Autonomous Vehicle Electric shuttle. Survey closes Friday, September 10
 - Share your experience navigating Town of Whitby facilities and services. Survey closes Friday, September 17
 - Help inform the Town's Tourism Strategy - share your favourite places in Whitby and our two downtowns by completing a survey before Thursday, September 30
- Have your say on these topics and more at [ConnectWhitby.ca](https://www.whitby.ca/ConnectWhitby)

New Splash Pad Coming To Kiwanis Heydenshore Park

The splash pad at Kiwanis Heydenshore, located at 589 Water Street, is getting a makeover. Starting Tuesday, September 7, the splash pad will be closed for redevelopment, with construction scheduled to take eight to ten weeks.

Improvements include:

- Replacement of all existing splash pad fixtures
- Concrete surfacing

Thank you for your patience during this time. For more information, visit [whitby.ca/News](https://www.whitby.ca/News)



Crossing Guard Positions Available

Would you like to help keep our kids safe on their way to and from school? Flexible shifts, multiple locations and a great way to get exercise! The Town is hiring crossing guards who can make a positive impact within our community. For more information, visit [whitby.ca/Jobs](https://www.whitby.ca/Jobs)



Join A Town Committee

Want to help make a positive difference in our community? The Town has openings on a number of its boards and committees, including those responsible for advising Council on matters related to our downtowns, transit, sustainability and accessibility. Learn more and apply today: [whitby.ca/AdvisoryCommittees](https://www.whitby.ca/AdvisoryCommittees)



Stay Fit And Have Fun This Fall

Registration for the Town's fall recreation programs, workshops and drop-in programs is now open. Browse available virtual programs and sign up on ACTIVE Net now. Sessions start September 13. [whitby.ca/GetActive](https://www.whitby.ca/GetActive)



Hey PPC Candidate: Get your act together!



To the Editor:

You would think that there is enough space in Brooklin to place signs. I'm sure that I'm not the only one who thinks this! This is only one of many seen in our area. It appears quite rude of the candidate - for the PPC - to not respect his opponents! I have to wonder how he will be in Ottawa, if elected. This is definitely one vote not going his way.

Steve Mitchell



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and published 24 times per year.

Editor, Richard Bercuson
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Next Issue: Friday, September 24, 2021
Deadline: Friday, September 17, 2021

During COVID-19 dates are subject to change.

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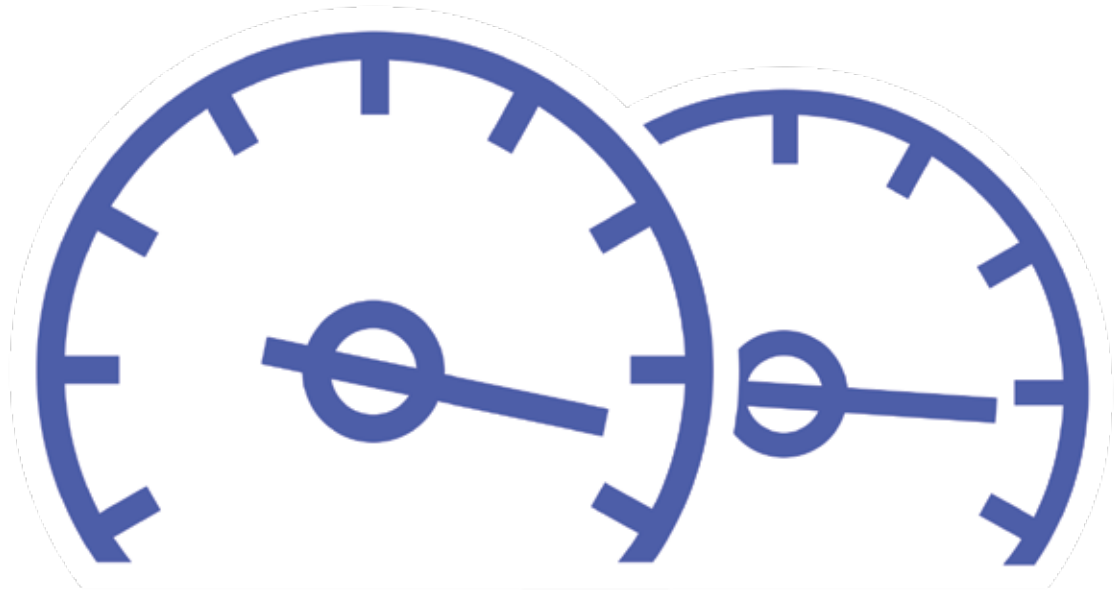
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An open letter to the residents of Brooklin and Whitby, from residents in Ashburn, Myrtle and Myrtle Station

There has been much talk lately regarding an Environmental Assessment undertaken by The Town of Whitby, to determine a recommended alternate route to by pass the downtown of Brooklin. Ultimately, this route will become Highway 7/12, and align with Lakeridge Road. This appears to be an admirable objective, especially when seen in the context of the inevitable growth of Brooklin. However, the fact is that this proposal impacts us all and is in fact flawed. The consultant on the project is recommending the use of the Townline Road (traversing through the Greenbelt) as the preferred route. This has enormous negative environmental impacts to the entire area. These concerns are obvious and should worry everyone.

We wish to focus on other aspects of the discussion, in order to outline why this current EA needs to be put on hold, pending a review of the entire process. First, the facts:

1. Fact. The estimated cost of the project is over \$200 million. While you will read that this cost will be funded by Development Charges, paid by the builders of the Brooklin expansion, it needs to be noted that this argument has massive holes in it. First, Development Charges (DC's) are in fact a tax levied on the homebuyer. Second, the Town's own documents state that the current DC projection (a ten year plan to 2031) is that \$87 million will be raised to fund this road. The shortfall will be added to DC charges from 2031 onward. That suggests that this project

will not be paid for until at least 2041. The Town is planning to build the road within five years from now. Where will the funding come from to accomplish this objective? To achieve this DC number, Brooklin would be a 100,000 life community. There simply is no way to fund this project without local tax dollars.

2. Fact. After Whitby pays for it, the road ownership will be transferred to the Ministry of Transportation. The Province will in turn transfer ownership of Baldwin Street. This is an admirable outcome, but we must point out that Whitby will be paying \$200 million in order to receive an asset valued by the province at \$30 million. When asked, people advocating for this project, will say that the province is supportive. Well, why wouldn't they be? Whitby pays 100% of the cost; Whitby deals with environmental concerns; Whitby has to incur debt over a minimum of 20 years.....and at the end, the Province receives an asset valued at seven times their own.....for free! Who, at the province wouldn't agree with that deal?

3. Fact. When this project was first discussed in 2015, it was during highway 407 construction. Trucks were a mainstay rumbling down Baldwin through the Brooklin downtown. This was unacceptable to most residents. However, since that time, truck traffic is far less.

Still, that traffic is one of the biggest reasons cited for this bypass initiative. Is there a better solution than the one proposed? Could trucks be rerouted using existing roadways? The answer is yes. The approved Brooklin secondary plan calls for the intersection of Thickson and Baldwin, at Brawley, to be reversed, such that Thickson will be the road used for 'thru' traffic. Thickson is already planned, and budgeted by the Region, to be a four lane, arterial road. This route will be built for traffic that otherwise would proceed through downtown Brooklin.

4. Fact. When asked, the Town is unable to produce any communication with other government bodies, that explores how they managed to create a vibrant and people oriented downtown in Markham, which is still Highway 48. If Markham could do it, why not us?

Why is this EA being rushed? We are asking the Town to take a time out! Explore other potential solutions, and hopefully prevent a very bad decision from happening. Talk to the Ministry about other options. Let's explore what other communities have done. No one is disputing the need to make the downtown something special. We simply believe that other options may exist.

Let's pause before we go and spend \$200,000,000!



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Mayor Don Mitchell: THE HIGHWAY 7/12 ALTERNATIVE ROUTE

I must respond to the recent article titled "About that EA" which argues that we should stop the EA and leave Baldwin Street in provincial ownership. I completely disagree. Nothing is more important for the future well being of the residents and businesses of Brooklin and the North Ward than getting control and ownership of Baldwin. Ownership allows us to achieve planned growth and foster a complete streets and walkable environment. Ownership allows controls such as access, how close buildings can be to the street, the ability to modify the travelled portion of the road to install traffic calming measures, control on-street parking needs, build wider sidewalks and have street cafes. It allows us to manage heavy truck traffic and move it away from our Historic Downtowns and Hamlets. Information on the project can be found at: <https://connectwhitby.ca/highway-712-ea>

Our Treasurer advises the costs of the alternative route will be 100% funded by development charges - provided the road is in Whitby. There will be no property tax impact nor any impact on our overall capital program. If we don't build the alternative route, we will have to add road capacity elsewhere because the traffic problem is real: it will keep growing and ignoring it will not make it go away. That new capacity will very likely come from widening existing roads which will negatively

impact many, many more residents than the current recommended alternatives.

I joined council in 1991 and represented the North Ward for 12 years. For the business owners and adjacent residents, provincial ownership of Baldwin Street meant aggravation, cost, delay and frustration. This has not changed. In fairness to MTO staff, they were, and are, just applying the provincial highway standards - but these standards are wholly inappropriate for urban areas, hamlets and downtowns. You cannot negotiate around this - we have tried for decades - we need to control the road.

Who will benefit when we finalize the new route and control Baldwin? The list is long:

1 - Residents of Brooklin and area who care about their downtown and want it to be safe, comfortable and vibrant.

2 - Businesses who will prosper from more customers in their stores because there are more people on the street.

3 - Residents who will be able to move easily through our downtown and not be delayed by the congestion from large trucks and disinterested through traffic that add zero value to our village.

4 - Residents who live on Baldwin

Street and deal daily with the increasing large truck traffic just outside of their homes.

5 - Residents on adjacent streets who face the risk of their streets becoming "cut thru"s from frustrated drivers fed up with the increasing congestion on Baldwin.

6 - Residents of Ashburn will see a double benefit. The new route will divert a lot of the existing large traffic from Myrtle Road - while not building it will certainly increase that traffic. That will make Myrtle Road a candidate for a future widening.

7 - Residents of Myrtle Station and Myrtle who have been dealing for so long with increasing heavy truck traffic right outside of their homes. There has been little that we could do to help. But adopting any option that begins north of Myrtle Station would not only divert that heavy traffic but allow us to slow all traffic and make those hamlets safer and more pleasant.

8 - Future residents north of Columbus Road. The quality and safety of those new neighbourhoods will be compromised if they must follow provincial highway standards. We cannot get sufficient entrances or pedestrian crossings or traffic signals or traffic calming measures.

That is the hard reality we face. There is no magic solution to our

growing traffic problem. There is no route anywhere that will not draw some objections. The EA is a one-time opportunity to find a route with the fewest social and environmental impacts and then mitigate those impacts to the maximum extent possible.

MTO staff have been working with us on the commitment of all previous councils to build an alternative route. If this Council decides it will not honour that commitment, MTO would be justified in removing the existing on-street parking in our downtown to increase capacity. We work with MTO on many issues. They are providing our preferred site for the new hospital. We do not want to lose their trust.

The Downtown Brooklin Development Steering Committee was formed in 2000 and is made up of business owners and residents committed to building a great downtown. Chair Steve Kee says: "The control of Baldwin Street has been, and remains, a top priority for the Committee. Our focus is on the livability of the downtown core. If Baldwin Street remains a provincial highway, the volume of traffic, much of which is large transport trucks, endangers pedestrian safety and is a barrier to creating a shopper, pedestrian and cycle friendly downtown. We strongly encourage continued efforts to gain municipal control of the street from the MTO.

About that EA and the Whitby Tax Bill

We are downtown Brooklin Business owners writing in support of last month's Town Crier article "About that EA." Councillors Lee, Mulcahy and Roy rightly called for the EA study to be closed. You will read arguments that this \$200M provincial highway, to be paid by Whitby taxpayers, is necessary to save downtown Brooklin. We are here to tell you that is not true.

The issue and the hypocrisy

In 2015, the Town and Province agreed that Whitby would pay for the EA study and all costs to construct a new Highway 7/12 alignment that would avoid downtown Brooklin. Whitby would hand over the new highway's ownership to the Province and in exchange the Town would get Baldwin St.

The idea was to divert truck traffic from downtown Brooklin. By owning the road, the Town could address the needs of downtown Brooklin businesses, holding festivals and events on Baldwin without provincial permission. Now, from a Town that declared a climate crisis and adopted an Environment & Sustainability Plan, Whitby is considering highway options through the Oak Ridges Moraine and Greenbelt when other options exist. This area is afforded special protection because it serves a unique ecological function as the source of fresh drinking water for all of south Durham, about 250,000 people. It also has abundant wildlife. That's why

it's protected by the Province. This hypocrisy is not lost on us.

The reality today

Truck traffic concerns date back to many years ago when the 407 and 412 toll roads were under construction. The roads are built now and the constant truck traffic days are over. Seven years and a pandemic later, Brooklin business owners face a reality like every other community: no one knows what the future of bricks and mortar retail will look like as many turn to online shopping. One thing we know for sure: Brooklin businesses WANT business traffic funneled through the downtown. To re-route traffic away is, to us, counter productive. We can tell you that when Baldwin closes for an event, we lose money, not make it.

We believe the alternate route will hurt us rather than help. We asked the EA Study team (BTE Consulting) if Brooklin businesses were recently surveyed about this. The answer was no. As far as we know, it has been at least five years since Brooklin businesses were consulted about an alternative highway route to the west.

And here is what is unbelievable to us. The Town's own Feasibility Study, carried out by AECOM in 2018, identified that a diversion at Lake Ridge Road won't work. It will only divert some summer and some truck traffic.

Therefore, when considering the

proposal, we ask all elected officials to answer this question: Are you threatening our drinking water source and wasting tax dollars by implementing a solution that will not work, based on a problem that nobody thinks exists anymore?

The cost and who pays?

We were advised at the July virtual meeting that not all, but "a major part of the highway cost" will be paid from the Town's Development Charge (DC) by-law, monies collected from development to pay for growth-related infrastructures such as arenas, parks, roads etc. The Town budgeted \$87M toward this highway in the current DC by-law which collects revenue in ten-year increments.

After compensation to property owners, we understand the actual cost will be in the \$200M+ range. This is more than double what has been budgeted. The math is easy: \$200M-\$87M = a \$113M shortfall.

So, is there any other option other than to have Whitby taxpayers pay for the shortfall by increasing their tax bills? Or does Whitby divert even more of its DC revenues in the next ten-year DC by-law? Or does it use precious reserve funds?

It does not matter where the Town finds the money to pay for this highway because, in the end, it's all taxpayer money. It's too expensive and makes no sense. The money could

be put to better use.

Even if this highway solved a problem, which, according to AECOM, it will not, the math doesn't add up, just one reason why taxpayers should care about this.

What next?

OBJECT! Write your municipal councillors and copy the Minister of Transportation. Tell them they need to re-examine this issue and determine what problem they're trying to solve.

We feel the Town can work this out without spending \$200M. It's money that could be much more beneficial for other uses. Don't be fooled by elected officials who tell you this is good for Brooklin or Whitby. It's an outdated notion, and a bad one at that. Better options that respect the environment exist. Don't let the politicians waste more of our money.

Close down this Study now!

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Plant-Based Eating by Sheree Nicholson

Let's talk about iron



When you switch to a plant-based diet, it's important you educate yourself about its benefits and whether or not it is sufficient to keep you

healthy or not. The body needs micro and macronutrients, so whether you are plant-based or not, you need to eat certain foods for optimum health.

When it comes to plant-based, iron is often a topic as it's an essential mineral that helps transport oxygen around the body. When there's insufficient iron, the body has a hard time producing red blood cells, resulting in anaemia. Although anemia is caused by not getting enough iron in your diet, it's generally the result of something else, such as thyroid issues, menstrual flow, lupus and more. If you do suspect you are

low in Iron, call your doctor and have your blood work done. My own doctor knows I am vegan, so she checks my B12, vitamin D and iron levels.

Animal vs. plant iron

What's the difference between animal iron (heme) and plant iron (non-heme). Iron in animals is 40% heme iron while that found in plants is 100% non-heme. Why does this matter? Studies have shown that non-heme iron is not as readily absorbed by the body, so plant iron is usually deemed inferior to animal iron.

However, when you consume only plant iron, your body adjusts and increases its uptake to suit its needs. That means your body actually improves its iron regulation. Plant iron can be absorbed when needed and down-regulated and not absorbed when our iron stores are high. Animal Iron is so readily absorbed that it can continue to do so even when the body doesn't need it. Too much iron is not good for you either and has been linked to a variety of diseases. Though rare, it can happen.

Anyone thinking about a 100% plant-based diet needs to eat foods containing iron. It's easy when you start to believe that all you have to do is eat fruits and veggies. However, there's more to it.

People's needs

Depending on your iron needs, (vegan) women tend to need 32 mg a day of non-heme iron. Pregnant women need about 49 mg, while post-menopausal women only need about 15 mg. Men need about 14 mg.

The best sources of plant iron are:

- legumes
- soybeans
- oats
- pumpkin seeds
- dark leafy greens like broccoli, kale, and spinach
- dried fruits like apricots, peaches, pears, and raisins

Don't forget to include foods for your vitamin C intake which helps absorb the iron. Eat plenty of vitamin C rich foods like bell peppers, oranges, tomatoes, kiwi, strawberries, and pineapple. Avoid red wine, tea, coffee, calcium supplements, or super high calcium foods within an hour of eating your plant iron foods. These can inhibit iron absorption. If your levels are acceptable, however, no need to worry.

A well balanced plant-based diet can provide all the necessary iron your body needs. So fear not. Eat your leafy greens, add pumpkin seeds to your salads and snack on the dried fruits listed above.

OBITUARY



MICHAEL CAMERON

Suddenly, on Thursday, August 26, 2021 at the Ross Memorial Hospital, in Lindsay, at age 57. Mike Cameron of Bobcaygeon, loved father of Shae Cameron and Liam Cameron both of Oshawa. Dear brother of Kevin Cameron of Mallory Town, and Jennifer and her husband Matt Griffiths of Ashburn. Uncle of Sam, Mathias, Keira, and Siena. Mike will be missed by Danette Anthony, his four legged friend Taz, his aunts, uncles, cousins, many friends and landscaping customers across the Durham Region. A Celebration of Mike's life will be held at a later date. If desired, memorial donations may be made by cheque through the WAGG FUNERAL HOME, 216 Queen Street in Port Perry (905-985-2171) to the Humane Society of Durham Region. Memories, photos and condolences may be shared at www.waggfuneralhome.com

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Hills Nolan

We want to thank you, our Brooklin clients, for your continued support, patience, and understanding over the past year. It's been a terrible time of financial and emotional stress for everyone and unbelievable personal loss for too many. Through it all, you have worked with us to help us serve you in a way that has been safe for everyone. We are grateful beyond measure that we have been able to continue helping you with your family law, wills and estates, and real estate matters during this unprecedented time.

We look forward to everyone feeling safe, to spring weather, and to better days ahead.



Aruna Persaud



Suzette Moss



Ted Groves



Tasneem Alibhai



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