

**From:** [IRENE FORD](#)  
**To:** [Council@vaughan.ca](mailto:Council@vaughan.ca); [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Cc:** [Todd Coles](#); [Paul Freeman](#); [Wayne Emmerson](#); [Erin Mahoney](#); [Noor Javed](#); [Emma McIntosh](#); [Isaac Callan](#); [Mike Crawley](#); [Highway 413 Project Team](#); [Ontario Region / Region d"Ontario \(IAAC/AEIC\)](#); [Joel Wittnebel](#); [Kara-Inc](#)  
**Subject:** [External] Highway 413, Block 55W & Kleinburg has 9000 people whose drinking water is groundwater  
**Date:** November-28-23 11:07:29 AM

---

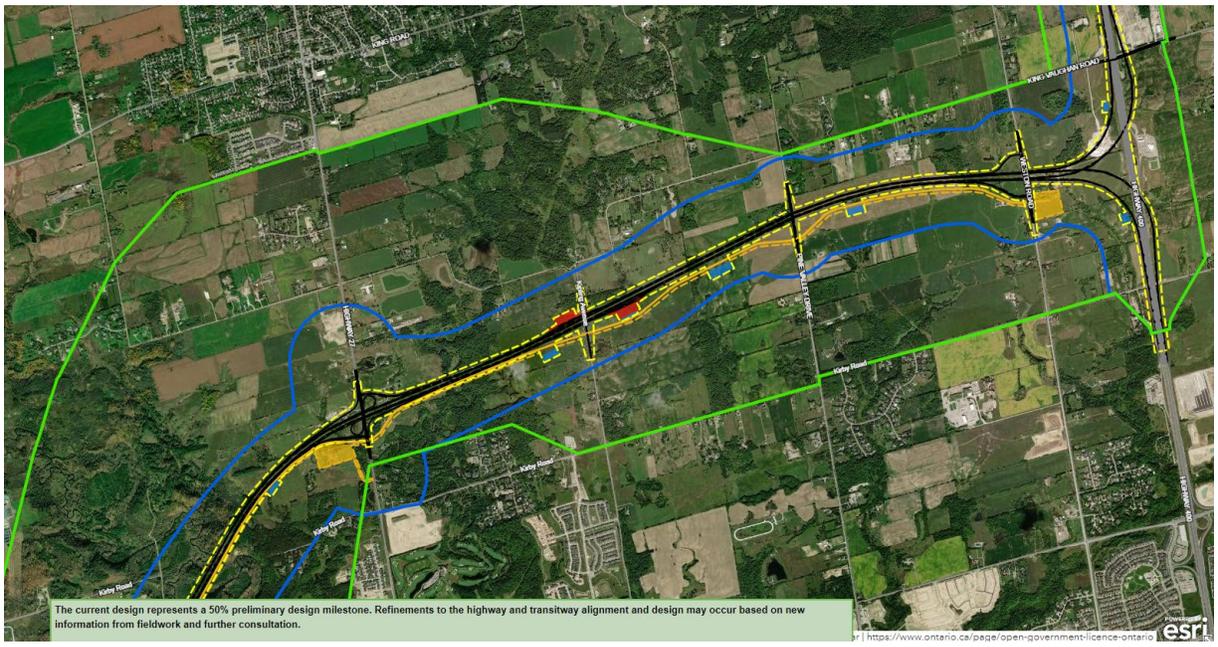
Vaughan Council & Staff,

Your [agenda](#) seems staged today to urbanize the last remaining whitebelt lands in Vaughan, downgrade Greenbelt, farmland, source water protection, and ensure Highway 413 gets built. Vaughan Council, Staff and the MTO appear oblivious to the fact that 9000 people in Kleinburg still obtain their drinking water from groundwater, a well and the magnitude of urbanization, highways/roads that is being proposed ignores the fact that sodium levels in Kleinburg's drinking water is already above that recommended for those on a sodium-restricted diet (20 mg/l vs Kleinburg average of 24 mg/l). Sodium levels will only increase, what is coming out of the groundwater know if from decades ago, we are nowhere close to the peak.

- HIGHWAY 413 TRANSPORTATION CORRIDOR ROUTE PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY UPDATE PRESENTAITON
  - Stormwater protection equals a total of 9 stormwater ponds (Blue Squares) in Vaughan alone. Refer to [Preliminary Design](#) here.
  - Truck inspection stations (Red Squares has been dumped on the last full block of Greenbelt protected land in NW Vaughan). When was this decided first time I've seen this?
  - MTO is NOT seeking EA approval of the Transit-Way, it will be protected but not approved as part of the EA - Is this splitting the EA and trying to downgrade cumulative impacts of the full magnitude of what is being proposed
  - MTO and consulting staff have been repeatedly asked who approved the new route as part of Section 8 which preserves developable land to the south at the expense of the publicly owned Nashville Conservation Reserve. They were asked multiple times and avoided the question as documented in the attached meeting minutes with the Stop The 413 community group. A decision that MTO's own consulting staff warned undermines the entire EA.
  - Highway 427 extension would pass through the wellhead protection area for Kleinburg and Highway 413 just north of this area
  - 9,000 people still obtain their drinking water from groundwater (well) in Kleinburg. It is planned to transition Kleinburg from groundwater and decommission the Kleinburg Water Resource Recovery Plant given the scarcity of servicing in York Region the timing of which is anything but certain. Average sodium levels as per the [2022 Annual Drinking Water Report](#) are at a level that those on a sodium-restricted diet should be made aware (20 mg/L, Kleinburg 24 mg/L).
  - The [ERO proposal](#) to permit early works construction remains open, I suspect the minute the federal government is no longer involved this will

be approved and shovels will hit the ground regardless of EA approval or not. When MTO staff were asked they deferred to MECP staff, which makes no sense as they would be the ones planning early works construction. It never feels as though what is being planned versus what we are told are one in the same.

- COPPER KIRBY DEVELOPMENTS LIMITED – ZONING BY-LAW AMENDMENT FILE Z.22.029, DRAFT PLAN OF SUBDIVISION FILE 19T-22V006: 11363 HIGHWAY 27, VICINITY OF HIGHWAY 27 AND KIRBY ROAD
  - This development was released from the Highway 413 Focused Analysis Area upon release of the Preferred Route. This means that there is no way to go back to previous routes ahead of approval of the Highway 413 EA, no means to mitigate the impacts and concerns identified by TRCA that have still not been addressed. The Voluntary Project Review that the MTO committed to does not address any of TRCA's concerns about the preferred route it only provides an opportunity to mitigate during the construction phase.
  - TRCA is no longer able to comment on natural heritage protection and it's unclear to me if they can comment on source water protection threats. This development as per [Ontario's mapping](#) is in an area that is identified as [Wellhead Protection Q1 and Q2](#) as being under moderate stress. This means they are legally binding and decision authorities must have regard to the policies in Source Protection Plans. By staff magically declaring this application complete as of Nov 1, 2022 thereby exempting it from York Region's Official Plan did they also exempt it from compliance with Source Protection Plans?
  - Regardless there are 9,000 people who still obtain their drinking water from groundwater in Kleinburg and the approval of this development will advance groundwater for a new development north of Kleinburg that will increase threats to their drinking water.
  - I don't understand how this development is proceeding ahead of Regional Infrastructure as outlined in York Region's Water and Wastewater Master Plan
  
- KIRBY ROAD – TEMPORARY ROAD CLOSURE FROM HUNTINGTON ROAD TO 6901 KIRBY ROAD
  - It is a remarkable coincidence to me that directly across from the Nashville Conservation Reserve that Kirby Rd will be closed starting December until August, 2024 for repairs identified by staff in the summer of 2022 that they happened to notice while in the area.
  - It is bizarre to me that construction work would start in December unless the road has been deemed unsafe, but then why isn't closed immediately?
  - Is any other infrastructure work planned like water, stormwater or early works construction that is being coordinated with MTO, landowners or any other stakeholders that has not been presented publicly?



I have run out of time.

Regards,  
Irene Ford