

**COMMITTEE OF THE WHOLE (1) – MARCH 2, 2021****COMMUNICATIONS****Distributed March 1, 2021****Item(s)**

C1.	Ms. Louisa Santoro, dated February 26, 2021.	Presentation #2
C2.	Mr. Tony Malfara, dated March 1, 2021.	Presentation #2
C3.	Ms. Kathryn Angus, Kleinburg & Area Ratepayers Association, dated February 26, 2021.	Presentation #2
C4.	Ms. Angela Grella, dated February 26, 2021.	Presentation #2
C5.	Mr. Hiten Patel, dated February 26, 2021.	Presentation #2
C6.	Ms. Sherry Draisey, dated February 28, 2021.	Presentation #2
C7.	Kevin and Mary Russell, dated February 28, 2021.	Presentation #2
C8.	Mr. Larry Zembal, dated February 28, 2021.	Presentation #2
C9.	Mr. Bruno Malfara, dated February 28, 2021.	Presentation #2
C10.	Mr. Jamie Maynard, dated February 28, 2021.	Presentation #2
C11.	Mr. Grant Smith, dated February 28, 2021.	Presentation #2
C12.	Mr. Tony Kiru, dated February 28, 2021.	Presentation #2
C13.	Ms. Alexandra Ney, dated March 1, 2021.	Presentation #2
C14.	Jean-François Obregón, dated March 1, 2021.	Presentation #2
C15.	Ms. Gloria Marsh, York Region Environmental Alliance, dated March 1, 2021.	Presentation #2
C16.	Ms. Leslie Atkinson, dated February 28, 2021.	Presentation #2
C17.	Mr. Robert Mancuso, dated February 28, 2021.	Presentation #2
C18.	Mr. Dan Ifrim, dated February 28, 2021.	Presentation #2
C19.	Gian DelZotto, dated March 1, 2021.	Presentation #2
C20.	Ms. Marina Dykhtan, dated March 1, 2021.	Presentation #2

**Disclaimer Respecting External Communications**

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**Please note there may be further Communications.**

**COMMITTEE OF THE WHOLE (1) – MARCH 2, 2021****COMMUNICATIONS**

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C21.	Mr. Daniel Polak, dated March 1, 2021.	Presentation #2
C22.	Rene Vlahovic, dated March 1, 2021.	Presentation #2
C23.	Susan Sigrist, Mark Hubbard, Melissa Hubbard, Daniel Hubbard, dated March 1, 2021.	Presentation #2
C24.	Ms. Susan Walmer, Oak Ridges Moraine Land Trust, dated March 1, 2021.	Presentation #2
C25.	Ms. Irene Ford, dated March 1, 2021.	Presentation #2
C26.	Mr. Michael A. DiMuccio, dated March 1, 2021.	Presentation #2
C27.	Memorandum from the Deputy City Manager, Infrastructure Development and the Director, Infrastructure Planning & Corporate Asset Management, dated March 1, 2021.	Presentation #2

**Distributed March 2, 2021**

C28.	Attachment 1 - Replacement (Revised March 2, 2021).	1
C29.	Mr. Jean Paul Dalle, presentation material.	Presentation #1

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**Please note there may be further Communications.**

**C1**  
**Communication**  
**CW (1) – March 2, 2021**  
**Items # - Presentation #2**

**From:** [Louisa Santoro](#)  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Subject:** [External] March 2/21 Vaughan Council - Reverse Endorsement of Hwy 413  
**Date:** February-26-21 3:27:28 PM

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Mayor, Regional Councillors & Councillors,

My name is Louisa Santoro. I am a resident of Vaughan since 1981. I live in the quaint community of Kleinburg. Can you imagine working all your life to retire to a beautiful property with a backyard that is all forest, clean fresh air, beautiful wildlife, deer passing through. The grandchildren love coming over because they love nature. Then in 2019 I was in shock when my neighbour mentioned to me that Hwy 413 was back on the map. This highway will be approx 904 feet behind my backyard patio.

Was I notified by City of Vaughan, the Council I vote for? NO

Was I noticed by York Region? NO. Why were we not notified??

Did you know that York Region alone generates in Agrifood 57,000 jobs and 2.7 Billion in revenue. We need farmland to grow local food especially during this pandemic.

This 4-6 land toll highway will cut across 2,000 acres of farmland, nearly 100 waterways, ruin our drinking water and pave over 160 hectares of Greenbelt land just in Vaughan.

I ASK THAT YOU REVERSE YOUR ENDORSEMENT OF THE PROPOSED GTA WEST CORRIDOR/HWY 413

Thank you

Louisa Santoro  
Resident of Kleinburg

Sent from my iPad

**C2**  
**Communication**  
**CW (1) – March 2, 2021**  
**Items # - Presentation #2**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] City of Vaughan, Committee of the Whole Meeting, Tuesday, March 2nd - Community Letter in support of Agenda Item 5, presentation 2 by Irene Ford  
**Date:** March-01-21 8:53:48 AM  
**Attachments:** [413 Letter to Vaughan Council Clerk Tony Malfara.pdf](#)

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**From:** Tony Malfara [REDACTED]  
**Sent:** Monday, March 01, 2021 7:22 AM  
**To:** Clerks@vaughan.ca; Council@vaughan.ca; Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; Jackson, Linda <Linda.Jackson@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; Carella, Tony <Tony.Carella@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>  
**Cc:** jjones@markham.ca; spellegrini@king.ca; mayor@townofws.ca; dave.barrow@richmondhill.ca; joe.dipaola@richmondhill.ca; wayne.emmerson@york.ca; carmine.perrelli@richmondhill.ca; Taylor, John <jtaylor@newmarket.ca>; tvegh@newmarket.ca; mquirk@georgina.ca; rgrossi@georgina.ca; mayorscarpitti@markham.ca; dhamilton@markham.ca; jheath@markham.ca; joeli@markham.ca; ec.ministre-minister.ec@canada.ca; Deb.Schulte@parl.gc.ca; stephen.lecce@pc.ola.org; caroline.mulroneyc@pc.ola.org  
**Subject:** [External] City of Vaughan, Committee of the Whole Meeting, Tuesday, March 2nd - Community Letter in support of Agenda Item 5, presentation 2 by Irene Ford

Good morning,

I am submitting a letter that I would like to have shared with the Mayor and Vaughan councillors. It is a letter in support of Agenda Item Number 5, the Public Presentations and specifically presentation #2 on your agenda, titled "Irene Ford asking Vaughan Council to reverse endorsement of the proposed GTA West Corridor/Highway 413.

Please let me know if the information provided is sufficient or if you require any further information from me?

Thanks for your help.

Tony Malfara  
[REDACTED]



**Dear Mayor Bevilacqua and Councillors,**

My name is Tony Malfara. I'm a long-time resident in York Region. I moved to Nobleton with my wife in 1989, where we raised two children. In 2007 we moved to Kleinburg where we currently resided.

As a resident and taxpayer of Vaughan I am asking two things from the Mayor and the Vaughan Councillors at the March 2, 2021 Vaughan Council Meeting:

- I am asking you to support the request for a federal Environmental Assessment, and
- I am asking you to reverse Vaughan Council's support of the proposed GTA West Highway originally approved in 2015 and ask that you require the Provincial Government to fully assess the solutions identified in the 2018 Independent Advisory Report commissioned by the former Provincial Liberal Party and ask them to explain why the recommendation, have for the most part been ignored.

Regardless of its final location, this Highway will have a devastating impact on our environment and my quality of life, no matter if you live in Kleinburg or the other areas of Vaughan and King Township. **The proposed Highway will not alleviate existing congestion, but will in fact create induced demand.** Your decision to approve this highway will forever change this unique and sizeable greenspace in Vaughan that could be used as a centerpiece for everyone to enjoy and replace it uncontrolled growth that will create chaos for the residents in our communities and sadly do little to help alleviate traffic congestion.

**You must be responsible to us, our youth, and the future residents of Vaughan.** Growth is good and needed, but you cannot be tempted and only focused on uncontrolled growth at all cost. You have a responsibility to protect the majority who will be impacted negatively and not the few who have invested heavily to shape the direction of growth in Vaughan and York Region and will benefit significantly.

**The Provincial Government has chosen uncontrolled growth over the environment.** The streamlined Provincial EA will render the Provincial EA meaningless allowing for pre-construction and expansion of bridges and other infrastructure. If such infrastructure is found to be detrimental to the environment, it will not be reversed and will remain. Then what?

**Recent changes made by the Provincial Government to the Toronto Region Conservation Authority,** who had objected to the potential impact of the highway, has created a further void and eliminated the ability of this formerly independent organization to be the unbiased oversight body.

**Without a Federal Environmental Assessment, who will independently assess the effects on the environment** of the proposed path which cuts through agricultural, natural heritage and environmentally sensitive lands - bisecting 85 streams (10 of which are ecologically high priority) destroying seven entire wood lots, including 5.95 km length of forest significantly fragmenting valley lands, disrupting 1000 ha of land significant to wildlife movement, and paving over 8.8 million square metres of surface

**It is therefore imperative that the Federal Government provide an independent review of the highway proposal and its effects on the social, health, environment, indigenous lands, and historical aspects.**

The impacts to Vaughan are clearly documented and supported by numerous **independent** and **unbiased** stakeholders that are saying the proposed highway route would:

- Pave over important farmland which feeds our city and fuels our economy.
- Pave approximately 400 acres of protected Greenbelt lands, mostly in Vaughan
- Bulldoze right through the Nashville Conservation Area
- Destroy important forests in Vaughan including a 1.5 km stretch around the twin valleys of the Humber and East Humber Rivers
- Undermine [Vaughan's 2019 climate emergency](#) declaration by increasing greenhouse gas emissions from vehicle traffic and reducing climate resilience
- Create more local air pollution from vehicle traffic

**You need to listen to us and engage and have an obligation to act on our best interest.** Many of us in Vaughan, York Region, and other municipalities across the path of this Highway have sent endless emails, which for the most part have been ignored or answered by form emails. We have made many calls to local elected officials expressing opposition to Highway 413. Municipally, a few of the councilors have reached out to hear from us. **Our mayor has not!**

**Our Provincial MPP's have almost completely ignored us.** There is minimal governance and ineffective engagement with stakeholders. The Province has concluded this highway is needed, despite the **many** stakeholders who say it's not the best solution for addressing existing current and future transportation needs.

**The amount publicly stated is not an insignificant investment,** which many believe will be higher, but will not admit. There are publicly documented viable alternatives to this highway which need to be considered by the Province. Alternatives that provide better and more progressive transportation return for the dollar invested with less environmental impact along the route of the planned corridor.

**Stop and consider the alternatives.** These progressive and creative alternatives, including prioritizing goods movement on the 407, and improving transit would be much better for Vaughan and were provided as recommendations in the [expert advisory panel report](#) which led to the cancellation of this highway in 2018. Among other solutions, it recommended greater use and enhancement of public transit such as the construction of the many new GO stations that were approved in 2018 and the better utilization of Highway 407 which is close to Hwy 413 and is currently under-utilized for commercial and general transportation. The report outlined a number of reasons the highway was not the right solution for addressing traffic across the GTA West Region (including Vaughan) and provided recommendations for follow up. This has been largely ignored.

Mississauga, Halton Region, Orangeville, Halton Hills and Halton Region have all chosen to oppose Highway 413 based on local opposition or are in various stages of opposing the highway with a desire to understand better via a Federal EA before committing to support it.

**A federal Environmental Assessment is necessary** because the Province has proposed changes that will weaken the Provincial EA process for this highway. The continuing dilution of Provincial regulations allow for expedited approvals so that construction could begin on parts of the highway before the Environmental Assessment has even been completed.

**In closing, I ask all of you to support the request for a federal Environmental Assessment, and I am asking you to reverse Vaughan Council's support the Province's proposed GTA West Highway**

**originally approved in 2015 and reverse your approval for this highway and require the Provincial Government fully assess the solutions identified in the 2018 Independent Advisory Report commissioned for the former Provincial Liberal Party.**

Thank you for taking the time to read my letter.

Tony Malfara  
Kleinburg Ontario

Kleinburg & Area Ratepayers Association

P.O. Box #202

Kleinburg, Ontario L0J 1C0

**C3**  
**Communication**  
**CW (1) – March 2, 2021**  
**Items # - Presentation #2**

February 26, 2021

Dear Mr. Mayor and Members of Council:

As per our correspondence dated 28 April 2020 stating our opposition to the route being proposed for the Northwest GTA West Corridor, the Kleinburg and Area Ratepayers' Association (K.A.R.A.) continues to have very serious concerns.

Therefore, we are asking the City of Vaughan to support the Councils in the cities of Mississauga and Brampton who recently voted to ask the Federal Government to conduct an environmental assessment of the proposed GTA West Highway, slated to connect Halton Region through to York Region, cutting through Brampton, Caledon and Vaughan, ending at Highway #400.

We believe that this highway will have a huge negative impact on Kleinburg as well as cutting through valuable and irreplaceable farmland, waterways and our Greenbelt land in Vaughan. The Province's plan to fast-track this development presents environmental, social and economic risks that must first be addressed and we need strong intervention, oversight and protection before such a highway is undertaken.

Although we agree that increased highway capacity is needed for the future of Ontario, this may not be the preferred route.

We ask that you support an environmental assessment.

Yours truly,

Kathryn Angus  
President

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] GTA WEST HIGHWAY 413  
**Date:** March-01-21 9:21:28 AM

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**From:** Angela Grella <[REDACTED]>  
**Sent:** Friday, February 26, 2021 9:36 PM  
**To:** Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Clerks@vaughan.ca; Council@vaughan.ca; Jackson, Linda <Linda.Jackson@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>; Carella, Tony <Tony.Carella@vaughan.ca>  
**Subject:** [External] GTA WEST HIGHWAY 413

Dear Mayor and Councillors,

My name is Angela Grella and I am a resident of Ward 3 in Vaughan.

As a resident of Vaughan, I am writing to ask for the Vaughan council to oppose the Province's proposed GTA West Highway and reverse your previous support for it, and to support the request for a federal Environmental Assessment.

This proposed GTA West Highway route would:

1. Pave over important farmland which feeds Vaughan and fuels our economy
2. Pave approximately 400 acres of protected Greenbelt lands, mostly in Vaughan
3. Bulldoze right through the Nashville Conservation Area
4. Destroy important forests in Vaughan including a 1.5 km stretch around the twin valleys of the Humber and East Humber Rivers
5. Undermine [Vaughan's 2019 Climate Emergency](#) declaration by increasing greenhouse gas emissions from vehicle traffic and reducing climate resilience
6. Create more local air pollution from vehicle traffic
7. Create suburban sprawl, car-dependent neighbourhoods

There are viable alternatives to this highway that need to be considered by the Province. We already have an underutilized toll Highway 407 that mirrors the Proposed GTA West Highway 413. We need to prioritize goods movement on the 407.

The [expert advisory panel report](#) which led to the cancellation of this highway in 2018 outlined a number of reasons that the highway is not a good option to move people in the GTA West Region, and has been largely ignored

Mississauga, Halton Region, Orangeville, Halton Hills and Halton Region have all chosen to oppose Highway 413 based on local opposition.

A Federal Environmental Assessment is necessary because the Province has proposed weakening their EA process for this highway so that construction could begin before the EA has even been completed.

Vaughan council must demonstrate leadership and advocate for the environment,

smart growth planning, public transit, and tell the Provincial government Highway 413 is incompatible with the region's plans to protect present and future generations. Highway 413 will have a disastrous impact on the local ecosystem and the environment. As global citizens, we all have a moral and profound responsibility to protect our environment and oppose the planned GTA West Transportation Corridor. "The things that we say are our values and principles...only have meaning if we act as if they are true if we make them real. And so we can't let them be empty rhetoric." That being said, if this council values the environment then it must speak with actions and unanimously oppose the proposed GTA West Highway 413.

Sincerely,

Angela Grella, [REDACTED], Woodbridge, Ontario [REDACTED] Ward 3

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: Highway 413 (for meeting on March 2nd)  
**Date:** March-01-21 9:27:47 AM  
**Attachments:** [Outlook-horizontal.png](#)  
[image002.png](#)

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**C5**  
**Communication**  
**CW (1) – March 2, 2021**  
**Items # - Presentation #2**

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**From:** Hiten Patel [REDACTED] >  
**Sent:** Friday, February 26, 2021 5:40 PM  
**To:** Council@vaughan.ca  
**Cc:** Clerks@vaughan.ca  
**Subject:** [External] Highway 413 (for meeting on March 2nd)

Dear Vaughan Council,

I am writing to express my opposition to proposed Provincial Highway 413 for the following reasons.

- Freeways are a relic of post WWII ideology and generate induced traffic which certainly does not alleviate congestion. In fact, it makes it worse in ways beyond measure as more people decide to commute to farther employment hubs and business opportunities rather than living/working more locally. The average person is willing to deal with up to 30 minutes of commuting each way before they feel it is too long to endure on a consistent basis using private vehicles. The distance of the commute is not a concern, just the length of time from the time they leave their homes to arriving at their final destination. The best way to resolve congestion is congestion pricing and reducing opportunities for people to park private vehicles. It is a geometry problem that can't be solved by building endless parking structures, widening of roads for motor vehicles, and building freeways that create nasty externalities like lack of quality and locally grown food, pollution from gas and tire emissions as well as carnage on roadways due to stunt driving on our roads particularly during non-peak times.
- The GO commuter trains were a good idea until they weren't. Rutherford was expanded with massive parking structure inviting the public to drive to a GO station which results in heavily congested subdivision and regional roads. The last mile of reaching a GO station often takes up a good chunk of the overall commute time.
- Highway 413 will spawn USA style private motor vehicle based suburban sprawl. Inexpensive housing has no value if tenants must own expensive to purchase and maintain private vehicles. The GTA has long reached its' ideal geographical footprint. Growth now needs to happen via vertical modest housing and transit, pedestrian and cycling infrastructure.
- Freeways goes against home affordability as Vaughan already has too many people crossing municipal borders for employment. Well educated and skilled Vaughan

citizens commute to Toronto, Markham and Mississauga for employment and business opportunities. While working class of North York and Brampton enter Vaughan daily for lower paid and unskilled manufacturing jobs. We need to work together to make Vaughan a place to live, work, and play.

Thank you,

Hiten Patel, Thornhill Woods Drive, Vaughan, Ontario

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## Hiten N. Patel



Vaughan-Richmond Hill-Markham-York Region

Community Advocate



HitenPatel.ca



365-597-0717



HP@HitenPatel.ca



416-262-5963



541 Thornhill Woods Drive

Thornhill, Ontario L4J 8Z9

Call 365-597-0717

Text/WhatsApp 416-262-5963

<https://HitenPatel.ca>



**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] GTA West Corridor; Supporting Irene Ford's deputation of March 2, 2021  
**Date:** March-01-21 9:27:59 AM

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**From:** Sherry Draisey [REDACTED] >  
**Sent:** Sunday, February 28, 2021 10:28 AM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca); IRENE FORD [REDACTED] >  
**Subject:** [External] GTA West Corridor; Supporting Irene Ford's deputation of March 2, 2021

I am a neighbour, very close to you. In Laskay, on Weston Road.

In the Feb 11 York Region Council Meeting, York Chair Mr Emmerson mentioned (twice) that there were modifications planned to local access roads for the GTA West Corridor. And again, twice, he referred to those changes as "rebuilding Weston Road".

Though I am an engineer, I'm not the right kind to evaluate what the word rebuild implies when applied to roads. But it has made me very nervous. I have heard that sometimes it refers to underground infrastructure – like sewer or water.

I have asked York Region Transportation department to clarify what their plans are for Weston Road, but haven't yet heard back. Our house is very old (1844), and is very close to the road. Widening of the road in Laskay would wipe out most of the historic houses.

But maybe the road rebuilding is not for Laskay – but is rather to be farther south of us. But that is confusing too – cause there is only a short stretch between Teston and King Vaughan Road that is not already 4 lanes. And its hard to imagine how that little stretch is going to help Vaughan traffic problems. The issue of any underground infrastructure changes doesn't seem like it will help traffic flow either.

Why are you doing this to us?

Sherry Draisey  
[REDACTED]  
King City, Ontario

Sent from [Mail](#) for Windows 10

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Re proposed GTA West Highway to be discussed at the March 2/2021 meeting  
**Date:** March-01-21 9:28:09 AM

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**From:** Kevin Russell [REDACTED] >  
**Sent:** Sunday, February 28, 2021 2:18 PM  
**To:** Clerks@vaughan.ca  
**Cc:** Council@vaughan.ca  
**Subject:** [External] Re proposed GTA West Highway to be discussed at the March 2/2021 meeting

Dear Mayor and councillors,

My wife and I are residents of Vaughan and have lived in Kleinburg for 14 years. We have recently been made aware of the proposed GTA West highway and are extremely concerned about the impact this project will have on our environment. We urgently request that you reverse your support for the new highway, and instead ask that you support a Federal Environmental assessment. Public opinion is clearly against the GTA West highway. The outrage over plans to pave over farmland, wetlands, and forests is sweeping through all of the regions affected including York. The fact that a mega highway can be constructed within the Greenbelt is illogical and contradictory, and will seriously taint the reputation of those who press forward recklessly for approval of the project.

We feel strongly that the environmental damage as a result of both the construction and ongoing use of the new highway by thousands of vehicles daily is completely unacceptable and is not in keeping with the values of the residents of Vaughan. It is time for our elected representatives to act in the best long term interests of the region and stop the seemingly endless loss of valuable forests, farmland and wetlands which can never be replaced. The climate emergency is real and your approval of such a destructive project and the resulting inevitable environmental and health consequences is simply unconscionable. You are making decisions which will impact future generations.

We understand that the population in Vaughan will continue to grow but urge you to plan for a future which includes less urban sprawl, much better public transportation, fewer vehicles and more green space. This is an opportunity for you to make a positive difference for all of us.

Regards,

Kevin and Mary Russell

[REDACTED]

Kleinburg

[REDACTED]

- 
- Email: [REDACTED]

[REDACTED]

**C8**  
**Communication**  
**CW (1) – March 2, 2021**  
**Items # - Presentation #2**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] New highway  
**Date:** March-01-21 9:28:22 AM

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-----Original Message-----

From: Zembal [REDACTED] >  
Sent: Sunday, February 28, 2021 2:50 PM  
To: Clerks@vaughan.ca  
Subject: [External] New highway

I would like to say that I fully support the construction of the new-highway.  
Larry Zembal

Sent from my iPhone

**C9**  
**Communication**  
**CW (1) – March 2, 2021**  
**Items # - Presentation #2**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] GTA WEST 413 - council Meeting March 2, 2021  
**Date:** March-01-21 9:28:34 AM  
**Attachments:** [Vaughan march 2nd.docx](#)

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**From:** [REDACTED] <[REDACTED]>

**Sent:** Sunday, February 28, 2021 6:41 PM

**To:** Clerks@vaughan.ca

**Cc:** Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Jackson, Linda <Linda.Jackson@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; Carella, Tony <Tony.Carella@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>

**Subject:** [External] GTA WEST 413 - council Meeting March 2, 2021

Good morning

Please see attached letter which will serve as my official opposition to the proposed 413.

Please note my opposition and request for a Federal EA in the records of the council meeting March 2, 2021

Bruno Malfara

Feb 28, 2021

**Dear Mayor Bevilacqua and Councilors,**

My name is Bruno. I currently reside at [REDACTED] Kleinburg, Ontario. I built my own home at this current location because it offered a great suburban feel – Beautiful trails and natural areas where my family could enjoy the best of what nature offers.

As a resident and taxpayer of Vaughan I'm asking the Mayor and all the councilors to consider my request for at the March 2, 2021 Vaughan Council meeting:

- I am asking you to support the request for a federal Environmental Assessment as the Provincial EA process, now in place recently revised by the Province, is now a flawed process
- I am asking you to reverse Vaughan Council's support of the proposed GTA West Highway originally approved in 2015 and ask that you require the Provincial Government to fully assess the solutions identified in the 2018 Independent Advisory Report commissioned by the former Provincial Liberal Party and ask them to explain why the recommendation, have for the most part been ignored.

No matter where this road is located it will have an everlasting negative impact on our environment and the quality of life. This road will not alleviate traffic congestion but on the contrary this road will create further sprawl (induced demand) This road will destroy greenspace that took nature so long to create. Once it's gone it's gone. It will have negative affects on our drinking water as well our wildlife. You will only add massive amounts of carbon to the environment when you should be looking at reducing our carbon footprint.

This road will not save commuters much time; according to the experts' 30 to 60 seconds. The issue is with the north – south routes not east – west. The highway 413 will terminate at highway 400 – What a mess this will create; you will create even more gridlock. The experts did recommend you widen the north – south roads. They recommended expansion and or additional transit. They recommended using more efficiently the 407. The 407 approx. 18 kilometers away is so underutilized. Truckers do not use it due to the tolls they must pay. The experts recommend subsidies for the trucking companies. Let's not forget that the new 413 might be another toll road. If this is the case the truckers will not use it. My two-part question to you is How can Vaughan Council support the construction of this highway without having all the facts and information (tolls, environment, community input). How come Vaughan council is not taking the advice from the experts – they have determined this highway should not be built. The previous Liberal provincial government listened and cancelled the project.

We need you to listen to us and not ignore us. We need you to do the right thing here "stop the 413". Development is good but it must be controlled. The provincial government has chosen for the most part to ignore us (we will not forget this when the next provincial election comes around. We need you to be our voice.

In closing I ask you folks to support the request for a federal EA and I encourage you to join Mississauga, Halton Region, Orangeville oppose the 413 altogether. I am asking you to reverse Vaughan Council's 2015 decision to support the Province's proposed GTA West Highway originally approved in 2015. I would also ask you to endorse the independent advisory report as our former Liberal provincial government did.

Thank you,

Bruno Malfara – concerned community member  
Kleinburg Ontario

**C10**  
**Communication**  
**CW (1) – March 2, 2021**  
**Items # - Presentation #2**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Highway 413  
**Date:** March-01-21 9:28:43 AM

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-----Original Message-----

**From:** [REDACTED] <[REDACTED]>  
**Sent:** Sunday, February 28, 2021 7:45 PM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Cc:** [Council@vaughan.ca](mailto:Council@vaughan.ca)  
**Subject:** [External] Highway 413

Hello Mayor and council,

I am emailing to express my great concern over the proposed Highway 413.

This road will cut through the key green spaces in Vaughan, including land within the Greenbelt. As we have seen during the pandemic, the preservation of local sources of food, as with other necessities, is crucial. It will also cut through a key conservation area. As Vaughan intensifies, we will come to value our green space more and more. People without backyards will be craving green space. Once it is gone, there is no going back. Now is when we need to be protecting this vital land. Vaughan seems to be getting serious with their plans for an agricultural policy. If this highway goes forward, it will be two steps forward and 10 backward.

Studies have shown that the highway will not save much time for commuters or commercial traffic. Highway 407 is under utilized, and could provide a better route for truck traffic for billions less than building a new highway.

The future is becoming clearer - all over the world, forward looking cities are working to reduce our reliance on cars. We do not want to be stuck with the mistakes resulting from outdated thinking.

Please make every effort to stop this highway from being built.

Thank you,

Jamie Maynard  
[REDACTED]  
Woodbridge, Ontario  
[REDACTED]

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Highway 413  
**Date:** March-01-21 9:28:57 AM

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**C11**  
**Communication**  
**CW (1) – March 2, 2021**  
**Items # - Presentation #2**

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**From:** Grant Smith [REDACTED] >  
**Sent:** Sunday, February 28, 2021 8:04 PM  
**To:** Clerks@vaughan.ca  
**Cc:** Council@vaughan.ca  
**Subject:** [External] Highway 413

My name Grant Smith, I'm a long time resident of Woodbridge. I am strongly opposed to highway 413 for the following reasons.

- - Paves over important farmland which feeds our city and fuels our economy
  - Paves approximately 400 acres of protected Greenbelt lands, mostly in Vaughan
  - Bulldozes right through the Nashville Conservation Area
  - Creates more local air pollution from vehicle traffic
  - Does nothing to alleviate traffic congestion.
- - A federal Environmental Assessment is necessary because the Province has proposed weakening their EA process for this highway so that construction could begin before the EA has even been completed.
- 
- Please make the right decision, the greenbelt was put in place for a reason. If we pave through that conserved land, where does it stop..
- - 
  -



**C12**  
**Communication**  
**CW (1) – March 2, 2021**  
**Items # - Presentation #2**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Vaughan Council Meeting on March 2, 2021 - Proposed Highway 413  
**Date:** March-01-21 9:29:11 AM  
**Attachments:** [Tony Kiru - Letter to Vaughan Council \(February 28 2021\).pdf](#)

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**From:** Tony Kiru <[REDACTED]>  
**Sent:** Sunday, February 28, 2021 9:48 PM  
**To:** Clerks@vaughan.ca  
**Cc:** Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; Jackson, Linda <Linda.Jackson@vaughan.ca>; Iafrate, Marilyn <Marilyn.Iafrate@vaughan.ca>; Carella, Tony <Tony.Carella@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>; jjones@markham.ca; spelleggrini@king.ca; mayor@townofws.ca; dave.barrow@richmondhill.ca; joe.dipaola@richmondhill.ca; wayne.emmerson@york.ca; carmine.perrelli@richmondhill.ca; jtaylor@newmarket.ca; tvegh@newmarket.ca; mquirk@georgina.ca; rgrossi@georgina.ca; mayorscarpitti@markham.ca; dhamilton@markham.ca; jheath@markham.ca; joeli@markham.ca  
**Subject:** [External] Vaughan Council Meeting on March 2, 2021 - Proposed Highway 413

Please see attached letter.

Tony Kiru  
[REDACTED], Kleinburg

Tony Kiru  
[REDACTED]  
Vaughan, Ontario

February 28, 2021

**RE: Proposed Highway 413**

**Dear Mayor Bevilacqua and Councillors,**

My family resides in the area of Highway 27 and Kirby Road in Kleinburg. We built our dream home there almost 15 years ago. We purchased this property because of the natural beauty, it lies next to TRCA lands with a dense forest and ravine and the Humber River runs only a few hundred metres from our home. **The proposed Highway 413 will run less than a kilometre north of our property, on the opposite end of the TRCA lands that are next to our property!**

It is extremely disappointing to hear that the Provincial Government is proposing to proceed with constructing Highway 413. It is extremely disappointing that you have shown support for this Highway. I strongly encourage you to put an end to your misguided support of this Highway.

**As you are aware, Mississauga, Halton Region, Orangeville, Halton Hills and Halton Region have all chosen to oppose Highway 413 based on local opposition or are in various stages of opposing the highway with a desire to gain a better understanding through an Environmental Assessment by the Federal Government.**

As a resident and taxpayer of Vaughan, I am asking the following at your Vaughan Council Meeting on March 2, 2021:

1. That you support a request for an Environmental Assessment by the Federal Government, and,
2. That you reverse Vaughan Council's support of the proposed Highway and require the Provincial Government to fully assess the solutions identified in the 2018 Independent Advisory Report commissioned by the former Provincial Liberal Party.

You must stop and consider the alternatives including the recommendations in the expert advisory panel report which led to the cancellation of this Highway in 2018, such as greater use and enhancement of public transit like the construction of the many new GO stations that were approved in 2018 and better utilization of Highway 407 which is close to Hwy 413 and is currently under-utilized for commercial and general transportation. The report outlined a number of reasons this Highway was not the right solution for addressing traffic across the GTA West Region (including Vaughan) and provided recommendations for follow up.

**I strongly urge all of you to support the request for an Environmental Assessment by the Federal Government and reverse Vaughan Council's support for Highway 413.**

Tony Kiru

**C13**  
**Communication**  
**CW (1) – March 2, 2021**  
**Items # - Presentation #2**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Agenda Item 5.2  
**Date:** March-01-21 9:31:41 AM  
**Attachments:** [Agenda Item 5.2.docx](#)  
[ATT00001.txt](#)

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-----Original Message-----

From: alexandra ney <[REDACTED]>  
Sent: Monday, March 01, 2021 8:13 AM  
To: Clerks@vaughan.ca  
Cc: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; Jackson, Linda <Linda.Jackson@vaughan.ca>; Iafrate, Marilyn <Marilyn.Iafrate@vaughan.ca>; Carella, Tony <Tony.Carella@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>  
Subject: [External] Agenda Item 5.2

Good morning,

Dear Mayor Bevilacqua, Councillors and Regional Councillors,

March 1<sup>st</sup>, 2021

In June 2019, The City of Vaughan declared a Climate Emergency, 5 months later our Mayor and Councillors fully supported/endorsed the GTA West Hwy. I am writing as a very concerned Resident of Vaughan, to ask you to reconsider the endorsement and oppose the Provinces construction of the GTA West Highway. Here are some reasons why:

- A) The underutilization of the 407-toll highway; subsidize truck traffic on this Highway
- B) This new mega GTA West highway once built, will most likely be a toll Hwy, fragmenting Vaughan
- C) The Highway undermines the City of Vaughan's 2019 Climate Emergency declaration by increasing greenhouse gas emissions from vehicle traffic and reduces climate resiliency
- D) An expert study panel found the highway would save drivers only 30 – 60 seconds per trip!
- E) The estimated cost to build this highway, has now been targeted around \$6 billion and most likely higher. This outstanding sum could be spent on building transit, light rail transit, freight rail, bike lane infrastructure.
- F) The expert advisory panel report, which led to the cancellation of this Hwy in 2018, had outlined a number of reasons the Hwy was not a good option to move people in the GTA West Region.
- G) Loss of valuable prime farmlands which produces vital food, and employs thousands of people, thereby fueling our economy.
- H) Loss of protected Greenbelt lands, including wetlands, and destroying forests in Vaughan, including a 1.5 km stretch around the twin valleys of the Humber and East Humber Rivers.

**As a long-time Resident, I'm asking you to:**

- A) Rescind your support and endorsement of the GTA West Highway**
- B) Officially request/support a Federal Environmental Assessment**
- C) I ask for a recorded vote**
- D) Pass a resolution stating your opposition of the GTA West Highway**

**Environment** - There is a need to understand the wealth and scope of Natural Heritage - greenbelt, farmed agricultural land, wetlands, woodlots, and a tributary to the Humber river in the path of the GTA West Hwy, 500m from my front door. The amount of wildlife, nesting birds and the migratory bird flight path in this area that will be affected and displaced. This Hwy will have massive environmental ramifications to the area, my home life, and all along the planned route.

Those same fields, woodlots and wetlands provide a natural eco-system service - natural storm and source water protection and our farmed food source. The route goes right through the Nashville Conservation Area. Destroys many forests and wetlands in Vaughan.

Who will speak for our Natural Heritage? Our Conservation Authorities have no jurisdiction or authority to place conditions on the highway.

**Fragmentation of Vaughan** - If this 170m wide highway goes through, Vaughan will be forever changed and fragmented. It will take up valuable lands which cannot be replaced. Located at the North end of Vaughan it will increase gridlock all over and to the Southern portions of Vaughan. It will not reduce traffic volume.

Due to the Pandemic traffic volumes and needs have drastically changed. Many companies have embraced employees working from home. The traffic and new work styles are thought to maintain well into the post Pandemic times.

**Maze of interchanges** – there is a planned partial interchange from the GTA Hwy onto the present 2 Lane Weston Rd. King Road currently has a full interchange; just a short distance below, I see a request for a possible full interchange at King Vaughan Road/Hwy 400. Then the full interchange approximately 400m S of King Vaughan for the GTA West merge into the Hwy 400. Another interchange 1.5 km to the West on Pine Valley Road! This will have even more of a destructive impact on the surrounding area and my home. How do you plan to protect me and the community from the noise, traffic volume and detrimental health effects? This will pave and fragment more Greenbelt and prime agricultural land. The amount of gridlock resulting from the necessary local road widening and interchanges will have massive irreparable damage to the area. This enormous cost could be put towards transit.

**Climate Change** worsens! All the added cars and trucks on the roads. Transportation emissions are already the largest greenhouse gas emissions sector in Ontario. Smog, toxic air pollution, and salt from the roads will kill natural flora and fauna, more salt will leach into our surface and ground water. How can you endorse something that drives Climate Change, and reduces climate resiliency? There is an urgency to act to mitigate the worst impacts from increasing frequency and severity of extreme weather events. How can Vaughan Council support this highway and support strong climate action, preservation of the Greenbelt and Prime Agricultural Land? They're not compatible.

**Health Effects** - The adverse health impacts from living near highways and exposure to air pollution are well documented: cancer, lung disease, cardiovascular issues and premature death. How can you endorse this highway, when the Province has not even completed a Health Impact Assessment? How can you endorse this without asking about the public and community health impacts to your current and future residents?

**Community** - Bicyclist love to cycle King Vaughan and Weston Roads on route to other side roads. The snarl of traffic, smog, heavy plumes of pollution hanging in the air will ruin this area and closely neighbouring areas, such as King. People do not want to bicycle and walk beside thousands of vehicles and resulting air pollution, caused by the mega GTA West Hwy, interchanges and surrounding widened roads.

**Forward thinking options** - Have you looked at building light rail transit or any of the other proposed solutions that were never fully explored as identified by the Expert Advisory Panel in 2018. It was identified the justifications for this highway was fundamentally flawed and advised

against proceeding. People do not want highways. They want to have clean air, better living conditions, concerned about the environment - highways do not provide this. Develop mindfully, we can move people and goods without carbon emissions, destroying prime farmlands and greenbelt.

**Needs have changed** - This Hwy was stopped for good reasons in the past. Now due to the Pandemic, business practices and traffic volume have evolved considerably. The needs may be forever changed, Highways are no longer the answer, nor should they be.

**Please review what you thought was great for the area. Rescind your endorsement. Join Mississauga, Halton Hills, Orangeville and Halton Region who have all chosen to oppose the Highway 413 (GTA West). The City of Brampton has unanimously endorsed a local boulevard as an alternative. Vaughan like Brampton, can find alternatives which are less destructive. Move people and product via a more sustainable and forward thinking modes. You must be our voice; I ask you to rescind your endorsement of the GTA West Hwy.**

Thanking you for your consideration,  
Alexandra Ney – Resident on [REDACTED] [REDACTED]

**C14**  
**Communication**  
**CW (1) – March 2, 2021**  
**Items # - Presentation #2**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Letter for March 2, 2021 Committee of the Whole meeting - Do not support the GTA West Highway  
**Date:** March-01-21 9:32:02 AM

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**From:** Jean-François Obregón [REDACTED] >  
**Sent:** Monday, March 01, 2021 9:00 AM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Cc:** [Council@vaughan.ca](mailto:Council@vaughan.ca)  
**Subject:** [External] Letter for March 2, 2021 Committee of the Whole meeting - Do not support the GTA West Highway

Dear Mayor and Councillors,

I am a Vaughan resident in Concord (Ward 5) and I would like you to follow the lead of Mayor Bonnie Crombie of the City of Mississauga and not support the GTA West Highway. Please reverse your previous support for this project and support the federal Environmental Assessment request.

I am disheartened every time I pass through north Vaughan on Highway 400 to think that Council is in favour of this project. It saddens me to think that such a project would cause a loss of farmland given that the pandemic has exposed the importance of strengthening local food systems. The proposed highway would devalue the Greenbelt and pass through the Nashville Conservation Area despite the public rediscovering local nature in droves in the past year.

The argument that this project would improve traffic congestion is questionable, at best. Engaging 407 ETR on rates to attract more usage as well as improved active transportation and public transit service are better alternatives. Pursuing these tactics as well as considering "missing middle" housing strategies would further strengthen Vaughan's smart growth development in recent years. Otherwise, supporting a highway discredits this progress.

Best,

Jean-François

[REDACTED], Concord, ON, [REDACTED]



Virus-free. [www.avg.com](http://www.avg.com)

**C15**  
**Communication**  
**CW (1) – March 2, 2021**  
**Items # - Presentation #2**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: Please reverse support of Hwy 413  
**Date:** March-01-21 9:34:15 AM  
**Attachments:** [VaughanHwy413.pdf](#)

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**From:** Gloria Marsh <gloria@yrea.org>  
**Sent:** Monday, March 01, 2021 9:28 AM  
**To:** Clerks@vaughan.ca; Council@vaughan.ca  
**Subject:** [External] Please reverse support of Hwy 413

Dear Mayor & Council

Please find YREA's letter asking you to reverse support of Hwy 413 attached for your consideration today.

Sincerely  
Gloria Marsh, Executive Director  
York Region Environmental Alliance  
*Partnering for a greener planet*  
T: 289-234-1524 (private/direct)  
<http://www.yrea.org>





85 DARIOLE DRIVE  
RICHMOND HILL, ON L4E 0Z4

March 1, 2021

[Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
[Council@vaughan.ca](mailto:Council@vaughan.ca)

Dear Mayor and Council

RE: PLEASE REVERSE ENDORSEMENT OF THE PROPOSED GTA WEST CORRIDOR/HWY 413

Vaughan Council can be credited with listening to the people and this is another instance where we ask you to do the right thing and reverse the endorsement of this completely unnecessary, senseless project.

Do we really want to?:

- Pave over farms, forests, wetlands and a portion of the Greenbelt.
- Build another Highway 15 kms away from the underused Hwy 407.
- Encourage more polluting cars on the road, while doing little to relieve congestion and only saving drivers 1 minute per trip.
- Destroy the Nashville Conservation Area.
- Cost Ontario taxpayers billions thereby leaving less money to invest in crucial public transit.
- Degrade parts of the Credit River and Humber River watersheds that flow into Lake Ontario – a source of drinking water for millions of GTA residents.
- Pave over 2,000 acres of Ontario's most productive farmland when we should be conserving agricultural land to ensure permanent local food security and employment.
- Circumvent a proper Provincial EA and start building before the appropriate Federal Environmental Assessment is completed.

Although the pressure from developers has influenced the Province to make this foolhardy decision, York Region Environmental Alliance does not believe Vaughan Council truly wishes the above outcomes to become a reality. Wiser minds must prevail for the benefit of the people and the environment. Please reconsider and reverse endorsement of this project by joining Mississauga in opposition to Highway 413.

Sincerely

Gloria Marsh, Executive Director  
York Region Environmental Alliance  
*Partnering for a greener planet*

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Please read before March 2, 2021 Meeting  
**Date:** March-01-21 9:36:10 AM

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**From:** Leslie Atkinson <[REDACTED]>  
**Sent:** Sunday, February 28, 2021 10:06 PM  
**To:** Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; Jackson, Linda <Linda.Jackson@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; Carella, Tony <Tony.Carella@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>  
**Cc:** Clerks@vaughan.ca  
**Subject:** [External] Please read before March 2, 2021 Meeting

Dear Mayor Bevilacqua and Councillors,

First, I must thank you all for the strong leadership you have shown through the current pandemic. You have been creative in the workarounds and communicated positively throughout.

Now I ask that you rise up and provide the same strong leadership on the environment to address the current gap in leadership at the provincial level.

The current provincial government seems to be disregarding climate change and the future impact that it will have within our lifetime and has chosen uncontrolled growth. It is now up to the Municipal, Regional and Federal governments to stand up and show true leadership.

The streamlined Provincial EA and the Minister's Zoning Order (MZO) oversteps municipal decision-making and environmental assessment processes, and changes to the Toronto Region Conservation Authority, has created a void and eliminated the ability of this formerly independent organization to be an unbiased oversight body.

As a long term resident and taxpayer of Vaughan, past committee member of Greening Vaughan Advisory Committee and former Executive Director of the York Region Environmental Alliance (YREA), I am concerned about the current and future plans for growth that prioritizes short-term economic development for a few, over the future of the environment and human health and well-being of all. This doesn't fit with the vision I remember Vaughan once had, to grow in an environmentally-sound way.

As a start, I'm asking you to make the environment the number one priority in decision-making and to start protecting land that supports a necessary diverse ecosystem, protect valuable farmland that ensures a local food supply and the moraine that ensures clean water.

**The most immediate issue we face is the plan to increase suburban sprawl and build highway 413. I ask that you stand up and stop this and continue with your previous plan to address population increases with development that support intensification and public transit.**

I understand you have a meeting March 2, 2021 to discuss such items and since the province seems to want to ignore proper environmental assessments, it is important that the Federal Government provide an independent review of the highway proposal and development and its effects on the social, health, environment, indigenous lands, and historical aspects.

I ask that you:

- request a Federal Environmental Assessment
- reverse Vaughan Council's support of the proposed GTA West Highway and,
- require the Provincial Government to fully assess the solutions identified in the 2018 Independent Advisory Report

Around the world, politicians are listening to the science and working to address climate change. **Sir David Attenborough, spoke at UN Security Council Summit, February 23, 2021** and said *"If we continue on our current path, we will face the collapse of everything that gives us our security: food production, access to fresh water, habitable ambient temperature, and ocean food chains,"* adding *"if the natural world can no longer support the most basic of our needs, then much of the rest of civilization will quickly break down."*

*"People today all over the world realize this is no longer an issue which will affect future generations,"* he said. **"It is people alive today, and, in particular, young people, who will live with the consequences of our actions."**

**The UN Secretary-General António Guterres, urged leaders to use their influence during this pivotal year to mobilize others,** including financial institutions and the private sector, to do their part.

The City of Vaughan is an important and integral part of the planet, and you as the leaders of this city, are charged with a higher duty to look at the larger, long-term picture and ensure a stable future for the people.

In closing, I ask all of you to stand up for the citizens of Vaughan and provide the leadership we need to ensure a future for our children. Create better solutions and start by saying no to the GTA West Highway, ask for a Federal Environmental Assessment and require the Provincial Government to make the environment a priority and to give back power to the municipalities.

Sincerely,

Leslie Atkinson

**C17**  
**Communication**  
**CW (1) – March 2, 2021**  
**Items # - Presentation #2**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](mailto:Bellisario, Adelina)  
**Subject:** FW: [External] Meeting agenda for City of Vaughan, Committee of the Whole, Tuesday, March 2nd  
**Date:** March-01-21 9:51:29 AM

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-----Original Message-----

From: Rob Mancuso [REDACTED] >  
Sent: Saturday, February 27, 2021 8:49 PM  
To: [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
Cc: [Council@vaughan.ca](mailto:Council@vaughan.ca); Bevilacqua, Maurizio <[Maurizio.Bevilacqua@vaughan.ca](mailto:Maurizio.Bevilacqua@vaughan.ca)>; Rosati, Gino <[Gino.Rosati@vaughan.ca](mailto:Gino.Rosati@vaughan.ca)>; Ferri, Mario <[Mario.Ferri@vaughan.ca](mailto:Mario.Ferri@vaughan.ca)>; Jackson, Linda <[Linda.Jackson@vaughan.ca](mailto:Linda.Jackson@vaughan.ca)>; Iafrate, Marilyn <[Marilyn.Iafrate@vaughan.ca](mailto:Marilyn.Iafrate@vaughan.ca)>; Carella, Tony <[Tony.Carella@vaughan.ca](mailto:Tony.Carella@vaughan.ca)>; DeFrancesca, Rosanna <[Rosanna.DeFrancesca@vaughan.ca](mailto:Rosanna.DeFrancesca@vaughan.ca)>; Racco, Sandra <[Sandra.Racco@vaughan.ca](mailto:Sandra.Racco@vaughan.ca)>; Shefman, Alan <[Alan.Shefman@vaughan.ca](mailto:Alan.Shefman@vaughan.ca)>; [jjones@markham.ca](mailto:jjones@markham.ca); [spellegrini@king.ca](mailto:spellegrini@king.ca); [mayor@townofws.ca](mailto:mayor@townofws.ca); [dave.barrow@richmondhill.ca](mailto:dave.barrow@richmondhill.ca); [joe.dipaola@richmondhill.ca](mailto:joe.dipaola@richmondhill.ca); <[wayne.emmerson@york.ca](mailto:wayne.emmerson@york.ca)>; [carmine.perrelli@richmondhill.ca](mailto:carmine.perrelli@richmondhill.ca); [jtaylor@newmarket.ca](mailto:jtaylor@newmarket.ca); [tvegh@newmarket.ca](mailto:tvegh@newmarket.ca); [mquirk@georgina.ca](mailto:mquirk@georgina.ca); [rgrossi@georgina.ca](mailto:rgrossi@georgina.ca); [mayorscarpitti@markham.ca](mailto:mayorscarpitti@markham.ca); [dhamilton@markham.ca](mailto:dhamilton@markham.ca); [jheath@markham.ca](mailto:jheath@markham.ca); [joeli@markham.ca](mailto:joeli@markham.ca)  
Subject: [External] Meeting agenda for City of Vaughan, Committee of the Whole, Tuesday, March 2nd

Dear Mayor and Councillors,

My name is Robert Mancuso and I am a resident of Vaughan since 1994, originally in Woodbridge then we moved to Kleinburg in 2017.

As a resident of Vaughan for nearly half of my life, I am writing to ask that you to oppose the Province's proposed GTA West Highway and reverse your previous support for it. Instead, Council must support the request for a federal Environmental Assessment.

The proposed GTA West highway will impact me by bringing more traffic, pollution and noise very near my home. Situated just south of Kirby Road, we were attracted to this new subdivision because it is on the periphery of the Greenbelt protected lands. This highway will cut a swath adjacent to Kirby Road, obliterating the protected landscape.

My friends and I along with many residents of this great city are avid cyclists. Having proximal access to many safe country roads for riding that will become more dangerous with this highway The overwhelming feeling of helplessness makes me second guess my decision to move away from the city core and this would impact my future as a Vaughan resident.

The proposed new highway will pave over important farmland which feeds our city and fuels our economy. As well, it will pave approximately 400 acres of protected Greenbelt lands, mostly in Vaughan. It will bulldoze right through the Nashville Conservation Area and destroy important forests in Vaughan including a 1.5 km stretch around the twin valleys of the Humber and East Humber Rivers. Furthermore, it will undermine Vaughan's 2019 climate emergency declaration by increasing greenhouse gas emissions from vehicle traffic, which reduces climate resilience, while creating more local air pollution from vehicle traffic

Vaughan residents have sent thousands of emails sent and hundreds of calls made to local elected officials already expressing opposing Highway 413. There are viable alternatives to this highway that need to be considered by the Province, including prioritizing goods movement on the 407, and improving transit, which would be much better for Vaughan.

The expert advisory panel report which led to the cancellation of this highway in 2018 outlined a number of reasons

that the highway is not a good option to move people in the GTA West Region and has been largely ignored. Mississauga, Halton Region, Orangeville, Halton Hills and Halton Region have all chosen to oppose Highway 413 based on local opposition. A federal Environmental Assessment is necessary because the Province has proposed weakening their EA process for this highway so that construction could begin before the EA has even been completed.

It is my hope that the voice of Vaughan Residents is heard loud and clear on this opposition to the proposed Highway 413. The perceived benefits to the economy will be tremendously outweighed by the risks to the environment and residents.

Best regards,

Robert Mancuso,

[REDACTED]

Kleinburg, Ontario,

[REDACTED]

**C18**  
**Communication**  
**CW (1) – March 2, 2021**  
**Items # - Presentation #2**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] STOP Hwy 413  
**Date:** March-01-21 9:54:05 AM  
**Attachments:** [Letter to Vaughan Council Clerk re Hwy 413 Dan Ifrim.docx](#)

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**From:** lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>  
**Sent:** Sunday, February 28, 2021 7:54 PM  
**To:** Clerks@vaughan.ca  
**Subject:** Fwd: [External] STOP Hwy 413

FYI

Sent from my iPad

Begin forwarded message:

**From:** Dan Ifrim <[REDACTED]>  
**Date:** February 28, 2021 at 7:17:24 PM EST  
**To:** [Council@vaughan.ca](mailto:Council@vaughan.ca)  
**Subject:** [External] STOP Hwy 413

Please see attached my letter to Mayor Bevilaqua and councillor for Tuesday March 2nd. meeting

Thank you for your consideration,

Dan Ifrim  
[REDACTED]



Dear Mayor Bevilacqua and Councillors,

My name is Dan Ifrim. My family and I have been York Region residents since 1999.

As a resident and taxpayer of Vaughan I am asking the Mayor and the Vaughan Councillors at the March 2, 2021 Vaughan Council Meeting:

- To reverse Vaughan Council's support of the proposed GTA West Highway originally approved in 2015 and ask that you require the Provincial Government to fully assess the solutions identified in the 2018 Independent Advisory Report commissioned by the former Provincial Liberal Party and ask them to explain why the recommendation, have for the most part been ignored.

Here are my arguments:

The construction of this Highway, along the proposed corridor, crossing environmentally sensitive land, will have a devastating impact on our environment and my quality of life, no matter if you live in Kleinburg or the other areas of Vaughan and King Township.

This Highway will not alleviate existing congestion, but will in fact create induced demand and will lead to developing the natural and environmentally sensitive terrain into industrial zoning that will increase pollution and unbalance the natural habitat surrounding York Region at the North.

Approval of this highway will forever change this unique and sizeable greenspace in Vaughan that could be used as a centerpiece for everyone to enjoy and replace it uncontrolled growth that will create chaos for the residents in our communities and sadly do little to help alleviate traffic congestion.

Recent changes made by the Provincial Government to the Toronto Region Conservation Authority, who had objected to the potential impact of the highway, has created a further void and eliminated the ability of this formerly independent organization to be the unbiased oversight body.

The proposed path which cuts through agricultural, natural heritage and environmentally sensitive lands - bisecting 85 streams (10 of which are ecologically high priority) destroying seven entire wood lots, including 5.95 km length of forest significantly fragmenting valley lands, disrupting 1000 ha of land significant to wildlife movement, and paving over 8.8 million square metres of surface

The impacts to Vaughan are clearly documented and supported by numerous independent and unbiased stakeholders that are saying the proposed highway route would:

- Pave approximately 400 acres of protected Greenbelt lands, and destroy the Nashville Conservation Area
- Destroy important forests in Vaughan including a 1.5 km stretch around the twin valleys of the Humber and East Humber Rivers
- Undermine [Vaughan's 2019 climate emergency](#) declaration by increasing greenhouse gas emissions from vehicle traffic and reducing climate resilience
- Create more local air pollution from vehicle traffic and open the door to turning these lands into industrial.

You need to listen to us and engage and have an obligation to act on our best interest. Many of us in Vaughan, York Region, and other municipalities across the path of this Highway have sent endless emails, which for the most part have been ignored or answered by form emails. We have made many calls to local elected officials expressing opposition to Highway 413. Municipally, a few of the councilors have reached out to hear from us. Our mayor has not!

Stop and consider the alternatives. These progressive and creative alternatives, including prioritizing goods movement on the 407, expand Hwy 427 all the way to Georgian Bay. Consider the future joining with Hwy 401/407/410 north of Hwy 9.

Mississauga, Halton Region, Orangeville, Halton Hills and Halton Region have all chosen to oppose Highway 413 based on local opposition or are in various stages of opposing the highway with a desire to understand better via a Federal EA before committing to support it.

Thank you for taking the time to read my letter.

Dan Ifrim  
Kleinburg Ontario

**C19**  
**Communication**  
**CW (1) – March 2, 2021**  
**Items # - Presentation #2**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: City of Vaughan, Committee of the Whole Meeting, Tuesday, March 2nd - Community Letter in support of Agenda Item 5, presentation 2 by Irene Ford  
**Date:** March-01-21 10:05:14 AM  
**Attachments:** [GTA West letter Vaughan Council.pdf](#)

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**From:** gian delzotto <[REDACTED]>

**Sent:** Monday, March 01, 2021 9:59 AM

**To:** Clerks@vaughan.ca; Council@vaughan.ca; Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; Jackson, Linda <Linda.Jackson@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; Carella, Tony <Tony.Carella@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>

**Cc:** spellegrini@king.ca; mayor@townofws.ca; dave.barrow@richmondhill.ca; Joe DiPaola <joe.dipaola@richmondhill.ca>; wayne.emmerson@york.ca; carmine.perrelli@richmondhill.ca; jtaylor@newmarket.ca; tvegh@newmarket.ca; mquirk@georgina.ca; rgrossi@georgina.ca; mayorscarpitti@markham.ca; dhamilton@markham.ca; jheath@markham.ca; jjones@markham.ca; joeli@markham.ca; ec.ministre-minister.ec@canada.ca; Deb.Schulte@parl.gc.ca; Lecce, Stephen <stephen.lecce@pc.ola.org>; caroline.mulroney@pc.ola.org

**Subject:** [External] City of Vaughan, Committee of the Whole Meeting, Tuesday, March 2nd - Community Letter in support of Agenda Item 5, presentation 2 by Irene Ford

Good morning,

This is my letter in support of Agenda Item Number 5, the Public Presentations and specifically presentation #2 on your agenda, titled Irene Ford asking Vaughan Council to reverse endorsement of the proposed GTA West Corridor.

Gian DelZotto

[REDACTED]

**Dear Mayor Bevilacqua and Councillors,**

**March 1 2021**

My name is Gian DelZotto. I am writing this letter as a resident of York Region living in the Nobelton area.

I write this letter to ask you to reconsider support for the GTA West Transportation Corridor as it is in complete opposition to your own climate emergency declaration dated June 4<sup>th</sup> 2019.

Your declaration states ten very serious points and subsequent recommendations that need to be held top of mind and followed through on. This is undeniably well understood globally. We all face serious environmental threats if we don't change our ways quickly. We are living in disharmony with the natural way of things.

GTA West is the same old same old. A scar through the greenbelt. Urban sprawl at its worst.

As politicians you must now know the appearance of governmental hypocrisy is at an all time high during the last twelve months of Covid restrictions whereby many politicians have been seen disregarding their very own rules for personal purposes including our very own Minister of Finance.

People are growing tired of this rhetoric. Here we are with a legacy style urban sprawl-based highway that benefits the few at the expense of the many. A provincial government that quickly puts out a press release about the Greenbelt expansion while they force through a highway that has been turned down by expert professionals that know its destructive aspects, economically, environmentally and socially. And cities and towns that preach green ideas and then disregard them out of lack of consideration, expediency or otherwise.

There are many alternatives and trends that support these that make much economic sense that are in complete harmony with mother nature, healthy long term planning and most importantly posterity.

-Highway 407 is now running at less than 50% capacity since last March. This avenue needs to be explored such as subsidies.

-Covid has completely redefined how we live and work and everyone knows it will never go back to the way it was before. Plan and design to this new reality.

-Circular and sharing economic ideas are rapidly gaining momentum globally especially amongst the youth whom we all owe our first priorities to as they inherit our policies.

-This is also termed the 15 minute city with as much done within in that walking distance as possible for the sake of quality of life and efficiencies thereby lessening the impact on the environment and resources. Downtown Vaughan can be an excellent example of this.

- The underutilized potential of the 407 hydro corridor and its ability to be absorb the GTA's growth while connecting all north south transit lines together with a proper cross town rail line.

- Backyard inventors and the 3D printing revolution that rebuilds our industrial base at the localized level.

- Urban farming and its ability to create localized food sovereignty

-Biomimetic approach to creation and all the new ideas and abundant jobs that will come from such endeavors.

The list goes on...

If building legacy highways and urban sprawl were such good ideas for economic growth why is despondency at an all time high, debt levels insurmountable and quality jobs disappearing at the fastest rate on record? Trends that predate Covid. Covering up reality with the money printing will show itself soon enough and the hang over will have to be dealt with one way or another. Best to start now.

We have one shot to get things rights. Government debts are off the charts. We now need to spend our money as wisely as possible. There is only one way out and forward and that's to up our thinking to a much higher level of comprehension. In a sound bite world the higher governments tend to get too bogged down and then knee jerk to the MZO processes. It's an understandable consequence of the internet age and desire to keep things moving but it's too detached from the local realities for proper considerations. The future decision making will be back to the cities and towns in a confederal structure combined with the power of the grass roots.

You are at the front end of this trend. Take this opportunity to get things right at this critical stage in history. Green urbanism as stated above will create the ideas and jobs of the future. That power and vision lies in the hands of the cities and its civic leaders.

There are two hundred emerging market nations that are beginning to rise quickly in the world. They are leap frogging legacy systems. Ideas, creativity, technology and capital are all converging for a perfect beneficial storm in their favour. If we don't lay the foundation properly now and in line with what these countries are doing, we will miss the opportunity to future proof ourselves and be left in the dust.

As policy makers you know the ripple effects of planning long into the future. Now is the time to pause and really think through what it is you believe in, to stand in this truth and lay a healthy foundation for generations to come.

Thank you.  
Gian DelZotto

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: Stop The GTA West Highway!  
**Date:** March-01-21 10:16:49 AM

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**From:** Marina Dykhtan <[REDACTED]>  
**Sent:** Monday, March 01, 2021 10:13 AM  
**To:** Clerks@vaughan.ca  
**Cc:** Council@vaughan.ca  
**Subject:** [External] Stop The GTA West Highway!

Hello,

My name is Marina Dykhtan, I am a resident of the City of Vaughan and have been for the last 20 years.

As a resident of Vaughan, I am writing to ask for you to oppose the Province's proposed GTA West Highway and reverse your previous support for it, and to support the request for a federal Environmental Assessment. The proposed GTA West highway will highly impact me personally, and everything that I stand and care for, namely it:

- Paves over important farmland which feeds our city and fuels our economy
- Paves approximately 400 acres of protected Greenbelt lands, mostly in Vaughan
- Bulldozes right through the Nashville Conservation Area
- Creates more local air pollution from vehicle traffic
- Does nothing to alleviate traffic congestion.
- A federal Environmental Assessment is necessary because the Province has proposed weakening their EA process for this highway so that construction could begin before the EA has even been completed

As a resident of Vaughan, I am writing to ask for you to oppose the Province's proposed GTA West Highway and reverse your previous support for it, and to support the request for a federal Environmental Assessment.

Marina Dykhtan

[REDACTED]

Vaughan, Ontario [REDACTED]

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: Stop The GTA West Highway!  
**Date:** March-01-21 10:27:53 AM

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**From:** Marina Dykhtan <[REDACTED]>  
**Sent:** Monday, March 01, 2021 10:14 AM  
**To:** Clerks@vaughan.ca  
**Cc:** Council@vaughan.ca  
**Subject:** [External] Stop The GTA West Highway!

Hello,

My name is Daniel Polak, I am a resident of the City of Vaughan and have been for the last 17,5 years.

As a resident of Vaughan, I am writing to ask for you to oppose the Province's proposed GTA West Highway and reverse your previous support for it, and to support the request for a federal Environmental Assessment. The proposed GTA West highway will highly impact me personally, and everything that I stand and care for, namely it:

- Paves over important farmland which feeds our city and fuels our economy
- Paves approximately 400 acres of protected Greenbelt lands, mostly in Vaughan
- Bulldozes right through the Nashville Conservation Area
- Creates more local air pollution from vehicle traffic
- Does nothing to alleviate traffic congestion.
- A federal Environmental Assessment is necessary because the Province has proposed weakening their EA process for this highway so that construction could begin before the EA has even been completed

As a resident of Vaughan, I am writing to ask for you to oppose the Province's proposed GTA West Highway and reverse your previous support for it, and to support the request for a federal Environmental Assessment.

Daniel Polak

[REDACTED]

Vaughan, Ontario [REDACTED]

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Highway 413 - Personal Letter  
**Date:** March-01-21 10:44:37 AM  
**Attachments:** [Hwy. 413 Personal Letter.docx](#)

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**From:** Rene Vlahovic <[REDACTED]>  
**Sent:** Monday, March 01, 2021 10:37 AM  
**To:** joeli@markham.ca; mquirk@georgina.ca; Bevilacqua, Maurizio  
<Maurizio.Bevilacqua@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Ferri, Mario  
<Mario.Ferri@vaughan.ca>; Jackson, Linda <Linda.Jackson@vaughan.ca>; lafrate, Marilyn  
<Marilyn.lafrate@vaughan.ca>; Carella, Tony <Tony.Carella@vaughan.ca>; DeFrancesca, Rosanna  
<Rosanna.DeFrancesca@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>;  
jjones@markham.ca; Clerks@vaughan.ca; Shefman, Alan <Alan.Shefman@vaughan.ca>;  
spellegrini@king.ca; Rosati, Gino <Gino.Rosati@vaughan.ca>; Bevilacqua, Maurizio  
<Maurizio.Bevilacqua@vaughan.ca>; mayor@townofws.ca; dave.barrow@richmondhill.ca;  
joe.dipaola@richmondhill.ca; wayne.emmerson@york.ca; carmine.perrelli@richmondhill.ca;  
jtaylor@newmarket.ca; tvegh@newmarket.ca; mquirk@georgina.ca; rgrossi@georgina.ca;  
mayorscarpitti@markham.ca; dhamilton@markham.ca; jheath@markham.ca; joeli@markham.ca;  
Jackson, Linda <Linda.Jackson@vaughan.ca>; Clerks@vaughan.ca; ec.ministre-  
minister.ec@canada.ca  
**Cc:** Council@vaughan.ca; caroline.mulroney@pc.ola.org; jeff.yurek@pc.ola.org;  
peter.bethlenfalvy@pc.ola.org  
**Subject:** [External] Highway 413 - Personal Letter

Good Morning all,

Please see attached letter above.

Thank You  
Rene Vlahovic

[REDACTED]  
[REDACTED]

Mississauga, ON

[REDACTED]  
[REDACTED]



Date: March 1, 2021

To: Vaughan Council

Regarding GTA West Transportation Corridor Route

- My name is Rene Vlahovic. I moved to [REDACTED], Kleinburg in 1965, at age 10, with my father, mother and sister.
- My father's prominent business was Albion Glass which had various locations along Albion Road and Hwy #27. He also was a land developer. Developed land around Albion Rd. and Islington, Albion Rd. and Hwy #27, Hwy #7 and Hwy #27 and Hwy#27 and Nashville Rd., and King City.
- I attended several schools in the area. Kleinburg Public, St. Margaret Mary's, and Woodbridge High School. After graduating I attended York University (living at home.)
- My father's passion and mine was raising and training horses. One of the major reasons we moved to Kleinburg. At one point we had 19 horses on the property. With these horses we rode to areas as far as Weston Rd. and Major Mackenzie to as far as Bolton. We developed trails all through the Humber Valley. I am more familiar with this area than anyone due to my length of time in the area and my ability to ride horses anywhere.
- When I married in 1986 my parents allowed me to purchase 4 ½ acres on the south side of the farm. This became address 11701 Hwy #27. My wife Kellie and I built our house in stages as we could afford it. We planted an unaccountable number of plants, cleared the dead trees in the area and planted new.
- We raised our two sons Paris and Chase in this area. They both attended local schools. Chase, my youngest son just got married and lives in Nobleton.
- In 2007 our house burnt down. We re-built our house exactly the same as the old one. During the re construction, we moved to King Valley. This was the only place that could accommodate my family. The boys needed to go to school where they had been going and we needed a place with furniture.

(Ours was all destroyed in the fire). It was a very difficult period because the insurance company was always trying to discount our living expenses by 50% and the cost of replacement construction. I was lucky that I had enough money to weather this difficulty. My wife was so upset that her health suffered and has not recovered.

- We managed to get through all this and now our property is scheduled to be taken away from us.
  - My mother (my father died two years ago, at age 96), my sons and wife are all upset. Somebody wants to take our life away for no apparent logical or good reason.
  - I run Albion Glass, the company my father started. Both my sons work in the company. We are now located at 6815 Davand. Dr., basically Dixie and Derry, close to the 410
  - The point of the above is I have a long history with the area. And I am very familiar with the start and end of this highway that is planned:
1. With my family history and my history of the area I am very disturbed that someone is trying to take my property away.
  2. Why does the highway dip down to my property and extend itself through some of the most difficult land (Kirby in the old days used to go through to Huntington but it collapsed? I cannot imagine the cost of this construction. This is some of the worst land to go through in the surrounding area of Toronto that I can think of.
  3. As a business man and a person that travels west to east, as well as north to south every day, this whole highway makes no sense:
    - I deal with a lot of material coming from the west and east. North and south. This route would start south of King Side Rd. on Hwy 400. This intersection is currently a disaster as well as every intersection between King Side Rd. and Hwy 401. Myself and my company avoid this corridor at all costs. The current plan, as I understand is that this 413 Hwy is to continue east at Bradford? Traffic will still be on Hwy 400?
    - As for people working this serves very few people. My problem has never been east west, it has always been north south.
    - For a 413 Hwy to be more useful, it would make more sense to be closer to the east route, and avoid dumping traffic on to a stretch of Hwy 400 that is already overburdened.
    - Even the 410 and Mayfield intersection is already becoming a disaster.
  4. I have measured the distance of the intersection at my house. Depending how you measure it, it could be between 1.2 to 1.9 kilometers. This is huge. Very few people are aware of this, and especially the people in the village

of Kleinburg. Kleinburg will not be the same. I feel sorry for these people who have spent millions on one of their single most important investments. The government has done a good job of not informing local citizens. This is up setting, if not deceitful. I talk to a lot of locals and very few know anything, and those who do know something have conflicting information. The size and timing of this route should be available to see. In meeting I have attended I have been informed that the intersection will be so big and tall that sound barriers will not work.

5. If this Hwy goes through, I cannot imagine what north south traffic will do. Judging by the amount of time that it took to build the Major Mackenzie and Hwy 27 intersection (at least 6 years), traffic will be jammed for the next 20 years between 410 and 400.
6. I travel the 407 every day and it is currently under used.
7. This plan, if it happened 20 years ago might have made sense, but it is now out date. This Hwy should be further north where it would not disturb the current amount of enormous traffic.
8. As for the environment, this Humber Valley area is truly special. As I mentioned this terrain is very difficult and thus harbors' wildlife and vegetation. I cannot imagine what this Hwy would do to the Humber river.

This highway as presently planned will be disruptive and accomplish very little

At this time, I have repeatably tried to organize a meeting with the local council and mayor, Steven Lecce and Mulruney, with our local Kleinburg group, but none have responded.

Yours truly,

Rene Vlahovic

**C23**  
**Communication**  
**CW (1) – March 2, 2021**  
**Items # - Presentation #2**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Reverse Endorsement of Proposed GTA West Corridor / Hwy 413  
**Date:** March-01-21 11:24:46 AM  
**Attachments:** [Hwy 413 Letter to Vaughan Council.pdf](#)  
[ATT00001.htm](#)

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**From:** Susan Sigrist <[REDACTED]>  
**Sent:** Monday, March 01, 2021 11:24 AM  
**To:** Clerks@vaughan.ca; Council@vaughan.ca  
**Cc:** Mark Hubbard <[REDACTED]>; Melissa Hubbard <[REDACTED]>;  
Daniel Hubbard <[REDACTED]>  
**Subject:** [External] Reverse Endorsement of Proposed GTA West Corridor / Hwy 413

Dear Mayor and Council,

Mar. 1, 2021

PLEASE REVERSE ENDORSEMENT OF THE PROPOSED GTA WEST CORRIDOR/HWY 413

Vaughan Council has listened to residents in the past and we ask you to do the right thing and reverse your endorsement of the Highway 413 project. As a residents of Vaughan, we ask you to oppose the Province's proposed GTA West Hwy 413, reverse your previous support, and support the request for a federal Environmental Assessment.

The impacts to our family and others are:

- Pushing climate change in the wrong direction and reducing resiliency in Vaughan and southern Ontario by paving over farms, forests and wetlands that feed us, capture carbon for us, capture, hold and clean our water, give us shade, prevent flooding and support diversity in our local area
- Losing approximately 400 acres of protected Greenbelt lands that are mostly in Vaughan
- Building another Highway only 15 kms away from the underused Hwy 407
- Encouraging more polluting cars on the road
- Creating more air pollution and noise from vehicle traffic in our local neighbourhood. Very concerned about the routes the traffic will take as it continues eastward.
- Likely increasing traffic, congestion and noise along Kirby Road
- Saving drivers only 1 minute per trip
- Costing Ontario taxpayers billions thereby leaving less money for investing in crucial public transit.
- Degrading parts of the Credit River and Humber River watersheds that flow into Lake Ontario – a source of drinking water for millions of GTA residents.
- Paving over 2,000 acres of Ontario's most productive farmland when we should be conserving agricultural land to ensure permanent local food security and employment.

A federal Environmental Assessment is necessary because the Province has proposed weakening their EA process for this highway so that construction can begin before an EA has even been completed

Although the pressure from developers has influenced the Province to make this decision, we do not believe Vaughan Council truly wishes the above outcomes to become a reality. Wiser minds must prevail for the benefit of the people and the environment. Please reconsider and reverse endorsement of this project by joining Mississauga in opposition to Highway 413.

Sincerely,

Ward 1 Residents L6A2V4

Susan Sigrist, Mark Hubbard, Melissa Hubbard, Daniel Hubbard

**C24**  
**Communication**  
**CW (1) – March 2, 2021**  
**Items # - Presentation #2**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: GTA West submission for Vaughan Council presentation March 2, 2021  
**Date:** March-01-21 12:12:44 PM  
**Attachments:** [ORMLT Submission- Vaughan Council Meeting March 2, 2021.pdf](#)  
[image001.png](#)

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**From:** Susan Walmer <[swalmer@oakridgesmoraine.org](mailto:swalmer@oakridgesmoraine.org)>  
**Sent:** Monday, March 01, 2021 11:51 AM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Subject:** [External] GTA West submission for Vaughan Council presentation March 2, 2021

Please find attached our submission for the GTA West topic being presented by Irene Ford March 2, 2021.

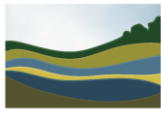
Sincerely,  
Susan Walmer, CPA,CMA  
Chief Executive Officer  
Oak Ridges Moraine Land Trust

18462 Bathurst St., Newmarket, Ontario, L3Y4V9

<http://www.oakridgesmoraine.org>



**OAK RIDGES MORaine**  
**LAND TRUST**



# OAK RIDGES MORaine LAND TRUST

Vaughan City Hall  
2141 Major Mackenzie Dr.  
Vaughan, ON L6A 1T1

March 1, 2021

## **Submission to Vaughan Council on Greater Toronto Area West Transportation Corridor Update**

Dear Members of Vaughan Council:

Thank you for the opportunity to offer our thoughts about the proposed GTA West Corridor. The Oak Ridges Moraine Land Trust has been a participant in the Greenbelt Transportation Advisory Group for the GTA West Study for several years.

It is our position that anything that creates new disruption to the natural heritage of the Region, in protected areas, such as the Greenbelt and the Oak Ridges Moraine, or on the rural lands adjacent to those protected areas, should be avoided.

This proposed highway would pave over important farmland which feeds our city and fuels our economy, pave approximately 400 acres of protected Greenbelt lands, mostly in Vaughan, sever the Nashville Conservation Area and important forests in Vaughan including a 1.5 km stretch around the twin valleys of the Humber and East Humber Rivers.

In the case of the proposed new highway corridor, there are several possible alternatives which should be thoroughly explored before any steps are taken to build a new highway.

First, the Province have failed to demonstrate that the construction of the new highway would produce any material benefits for automobile and truck traffic in the southeastern part of the Region and in Peel Region. More importantly, no one has demonstrated the difference in transit times, if any, if alternative strategies were pursued.

We would request that Council :

- 1) Officially reverse its support for the proposed highway,
- 2) Request the Federal Government conduct an Environmental Assessment of the proposed highway as done by Ecojustice on behalf of Environmental Defence and the Town of Halton Hills,
- and 3) request and consider an **Independent and Unbiased** cost/benefit and Value for Money assessment from the Auditor General's Office on the GTAW corridor and the Bradford Bypass.

Below are a few considerations which should be applied to any proposal to augment existing transportation infrastructure in the part of the Region impacted by the proposed GTA West include:

- Not considering the changes to adjacent roads in the proposed highway corridor until the Environmental Assessment is completed in 2022
- The extent to which expanding the existing roads, including Highways 9, 27 and 427, and Weston Road, would satisfy the expected traffic volumes for the foreseeable future
- The extent to which changing the pricing on Highway 407, at least in the segment between Highways 400 and 401, would influence traffic patterns and, most likely, obviate the need for any new highways for at least twenty to thirty years
- The extent to which the significant shift in working habits and the dramatic increase in people working from home in 2020 will have on long-term traffic projections (Highway 407 volume reductions being a perfect case study)

It should be remembered that the people at the MTO who have developed the plans for the GTA West Corridor are the same people who recommended and then constructed Highways 412 and 418 in the eastern end of the GTA. Both of those highways have yet to achieve 10% (2% in the case of Hwy 48) design capacity and represent multi-billion dollars unnecessary expended at a time when the province, and all municipal governments, are facing extraordinary pressures on their budget. These highways cross numerous wetland and significant environmental features that are now negatively impacted.

The GTA West Corridor is both ill-considered and ill-timed. Clearly, the Region and the Province should take the steps which would have a far lesser impact on the environment before constructing a new highway. We would support the widening of Highways 27 and 427 as a far more logical, cost-effective and environmentally-friendly solution to any perceived increased highway traffic in the southwestern portion of the Region.

Thank you for your consideration.



Susan Walmer, CPA, CMA  
CEO, Oak Ridges Moraine Land Trust

cc. Hon. Caroline Mulroney (York-Simcoe) Minister of Transportation



**C25**  
**Communication**  
**CW (1) – March 2, 2021**  
**Items # - Presentation #2**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] Presentation Mar 2, 1pm Item 5(2)  
**Date:** March-01-21 12:12:55 PM  
**Attachments:** [Presentation-Supporting Letter Vaughan Council Mar 2 21 Item 5\(2\).pdf](#)

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**From:** IRENE FORD <[REDACTED]>  
**Sent:** Monday, March 01, 2021 11:52 AM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] Presentation Mar 2, 1pm Item 5(2)

Hello,

Please add this letter in support of my presentation for Council's meeting tomorrow.

Thank you,  
Irene

Vaughan City Council  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON  
L6A 1T1

Mayor Bevilacqua, and Councillors

**Re: Letter Supporting March 2, 2021 Committee of the Whole Agenda Item 5(2)**

There is growing public awareness and media interest surrounding the GTA West Corridor/Highway 413. The need for accelerating such a large infrastructure project during a global pandemic and climate crisis is increasingly questionable<sup>1,2</sup>. On behalf of the Stop The 413 community group I am requesting Council:

- 1. support the request for a Federal Impact Assessment; and,**
- 2. express strong concern about the GTA West corridor being the preferred solution from Phase 1 of the EA.**

The Region of Halton, Town of Halton Hills<sup>3</sup> and Mississauga<sup>4</sup> have opposed the proposed GTA West corridor and supported the federal impact assessment. Caledon and Brampton voted to support the federal impact assessment request. York and Peel Region Councils asked for staff reports on the Federal Impact Assessment request. All provincial opposition parties have publicly stated they will not support Highway 413, if elected.

Until last week our MPPs have been absent. The established GTA West project email has not sent a single communication update since the release of the preliminary design last August and does not respond to emails. To put your hands up in the air and tell us it is the Province's project, that you have no choice and there is nothing you can do is untrue. You can bring motions forward and you can vote yes or no. It is the Province's project but as we have seen with MZO's they need your endorsement and support as locally elected representatives.

I want to ensure that Council understands we are not being asked 'if' highway 413 should proceed that was decided during Phase 1 of the EA. No further solutions are being evaluated or considered. We are being asked about 'how' the highway will proceed; the design.

It is not a corridor and it is misleading of Council and the Province to call it such. It is a mega-400-series-highway equivalent if not larger in width than the existing 400, 401 or 407 with multiple

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<sup>1</sup> Media Article collection see: <https://environmentaldefence.ca/stop-the-413/media-articles-highway-413/>

<sup>2</sup> For a timeline of events of the GTA West Transportation Corridor Refer to: <https://www.haltonhills.ca/en/residents/gta-west-transportation-corridor.aspx#Timeline-of-events>

<sup>3</sup> Town of Halton Hills Motion, Nov 11, 2020: <https://www.haltonhills.ca/en/residents/resources/Documents/Resolution-2019-0195.pdf>

<sup>4</sup> City of Mississauga Motion, Feb 24, 2021: <https://pub-mississauga.escibemeetings.com/filestream.ashx?DocumentId=9697>

interchanges. The highway will destroy and fragment the best farmland in Canada, cut through natural heritage and environmentally sensitive lands - bisect 85 streams, destroy entire wood lots, fragment valley lands, disrupt 1000 ha of land significant to wildlife movement and pave over 8.8 million square metres of surface. **The largest loss of forests from the proposed highway will occur in Vaughan; a 1.5 km stretch around the twin valleys of the Humber and East Humber Rivers<sup>5</sup>.**

Council must support the request for the Federal Impact Assessment for the following reasons.

- The streamlined EA allows for pre-construction which renders the Provincial EA meaningless and if such infrastructure is found to be detrimental to the environment, it will remain.
- The TRCA has stated: *"As MTO is exempt from the regulatory requirements of the CA Act, TRCA has significant concerns there is no mechanism in place for the protection of life and property or the management of natural resources...which fails to fulfill the objects of the EA Act."*<sup>6</sup>.
- The Provincial governments weakening of environmental legislation with unclear and/or unwritten regulations is no longer equivalent to Federal legislation.
- Proceeding under the current regime will cause irreversible destruction to farmland, wetlands, forests, natural hydrological features and put endangered species at further risk.
- No public health or agricultural impact assessment has been completed.

The provincial government has not acknowledged the concerns in the Advisory Panel Report<sup>7</sup>, which concluded the EA was fundamentally flawed for the following reasons.

- The EA did not demonstrate 'need' rather 'opportunity'
- The two Phased EA approach has allowed the highway to proceed without properly evaluating impacts to Greenbelt lands to avoid key natural heritage and hydrological features making it unclear if it conforms to the Greenbelt Plan.
- Modeling scenarios did not adequately account for future uncertainty (travel demand assumptions, self driving cars, growth forecasts – pandemics?).
- Other transportation infrastructure solutions recommended in Phase 1 have not been fully developed or utilized; such as better utilization of the 407.

Reliance from the province for leadership on environmental protection and climate change is meaningless and it is foolish to think or advocate otherwise. Vaughan and York Region's primary concern about the highway route has been the preservation of future developable employment and residential lands and to push the highway further north; a more environmentally destructive path.

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<sup>5</sup> <https://yorkpublishing.escrimemeetings.com/filestream.ashx?DocumentId=19601>

<sup>6</sup> TRCA Letter Re: Proposed regulation for a streamlined environmental assessment process for the Ministry of Transportation's Greater Toronto Area West Transportation Corridor project (ERO #019-1882), refer to pg. 3: <https://pub-trca.escrimemeetings.com/filestream.ashx?DocumentId=6249>

<sup>7</sup> "The Panel was also asked to assess the need for protecting the corridor for other transportation needs. In keeping with the PPS (2005; 2014), and under the Growth Plan (2006) policy, the identification and protection of corridors is related to need. As outlined above, the Panel found that the GTAW EA did not demonstrate that the proposed highway corridor met the test of need and the lack of reasonable alternatives for crossing valuable and protected lands, as required by the Greenbelt Plan (2005) and PPS (2005). The Panel is thus not recommending that there be continued protection of the corridor identified as preferred in the GTAW EA."

<https://web.archive.org/web/20190618163558/http://www.mto.gov.on.ca/english/publications/gta-west-report/executive-summary.shtml#conc>

Vaughan Council declared a Climate Emergency<sup>8</sup> and four months later supported a mega-400 series highway which will drive Climate Change. You cannot say you are committed to strong and urgent action on Climate Change, preservation of the Greenbelt and prime agriculture land and support the highway without question. **It is a contradiction and if Council continues to support the highway then the statement you're making to your constituents, is that you don't care about Climate Change, the Greenbelt or prime agricultural land.**

The highway is not consistent with many of Vaughan's policies, plans and strategic goals. Staff have not, nor been asked, to incorporate and understand how the highway may negatively impact important initiatives like Green Directions or what costs will be borne by local municipalities due to the loss of free Natural Asset Management services<sup>9</sup>. How does this highway support climate change goals to reduce GHG emissions, increase climate resiliency and carbon sequestration, natural source and storm water protection, air quality, active, healthy and sustainable communities?

Residents are not asking for mega-highways, they are not even asking for new roads they are asking for better transit, to utilize infrastructure we already have (road, rail), to make transportation healthier, more climate friendly and for walkable communities that promote active transportation<sup>10</sup>. The highway is planned to have dedicated transit but is in an area not planned for growth and does not connect to any major transit centers; it makes no sense. Vaughan desperately needs transit investment in areas that have sufficient population density.

My concerns surrounding this highway are expanding exponentially. The continual rhetoric for goods movement appears to curtail to powerful corporate interests (Amazon, Walmart, Fed-Ex, Sobey's Costco)<sup>11</sup>. Distribution facilities have been approved by this Council that will bring more trailers, than jobs, to Vaughan. The locations will benefit greatly from the proposed Highway 413 and 427 extension. Real estate investment firms are already advocating that land surrounding the proposed highway 427

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<sup>8</sup> [https://www.vaughan.ca/cityhall/environmental\\_sustainability/Pages/Climate-Change.aspx](https://www.vaughan.ca/cityhall/environmental_sustainability/Pages/Climate-Change.aspx)

<sup>9</sup> <https://www.watercanada.net/feature/a-few-more-steps-understanding-the-economics-of-low-impact-development/Opinion:It's-time-to-reveal-the-hidden-value-of-Canada's-natural-assets>

<sup>10</sup> York Region Municipal Comprehensive Review [What We Heard](#)

- Transit is the top Regional service that residents indicate they will rely on most in the future and York Region should continue to invest in public transit
- Residents want compact, walkable communities that offer employment opportunities, community facilities, local services, stores and places for social connection
- Affordable housing is one of the most important components of building complete communities, however, many of us are facing housing market challenges
- Residents want our communities to reduce emissions and are aware of the impacts of climate change in York Region
- Residents want to protect our forests, parks, trails, agricultural lands and green spaces
- Residents want a variety of Employment Opportunities within their community

Province of Ontario, Ministry of Transportation Public Survey Results: <https://www.ontario.ca/page/greater-golden-horseshoe-ggh-transportation-plan#section-2>

City of Vaughan, Master Transportation Plan Review: [Summary of Public Input from Winter 2020 Pop-up Kiosks](#)

<sup>11</sup> "Delivery stations power the last mile of Amazon's order fulfillment process. Packages are transported from fulfillment and sortation centres to delivery stations to be loaded onto delivery vehicles to reach the end customer. These investments are part of the evolution of e-commerce that has given rise to new distribution centres such as Voila (Sobeys), article.com, FedEx, Home Depot, Costco and the Walmart distribution centre which broke ground this past August."

<https://vaughanbusiness.ca/news/amazon-opening-two-new-delivery-stations-in-vaughan/>

interchange is or will be future developable<sup>12</sup>. Land identified as prime agricultural in [York Region](#) and [Vaughan's](#) current municipal comprehensive zoning reviews. **I no longer believe this highway is about improving transportation for residents, it is about improving commercial transportation and making profits for shareholders** at the expense of our farmland, greenbelt, source and storm water protection; some of the last pristine forests and wetlands in Vaughan. These distribution facilities come with community impacts and external costs that are not accounted for or acknowledged; the economic benefits are not implicit.

**Are we subsidizing and spending billions of dollars to pave over farmland and the Greenbelt so Amazon can deliver packages within 2 days and avoid tolls on the 407?**

This is not about NIMBYism, environmentalism or rejecting cars and roads. It is about having transportation choices and not committing residents to car dependency and “dooming a new generation to congestion”<sup>13</sup>. This is about the future vision of our City and Ontario, our youth who are scared what a future impacted by Climate Change holds for them and governments responding and acting urgently to address climate change. A message we continually hear from subject matter experts, acknowledged by governments but lost in process and bureaucracy. It is about upholding public goods and interests in the face of immense and unrelenting political influence and interference from powerful corporations, developers and investment firms; blind to community and environmental impacts, motivated only by shareholder profit.

Council members must be cognizant of what and whom you are representing should you continue your unwavering support for this nonsensical highway. The landowners and developers advocating for residential development and large distributions facilities for large multinational corporations will become common knowledge<sup>14</sup>.

Thank you for your time and allowing me to speak today.

Irene Ford

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<sup>12</sup> “Within a 2-km radius surrounding the interchange (hwy 427), there is immediate potential for the development of approximately 380 acres (official plan designated). There is also future potential to develop a further 1,785 acres (not yet designated).”  
<https://www.avisonyoung.ca/documents/56635302/56647756/GTA+West+Multimodal+Transportation+Corridor+Fact+Sheet/475acaa9-7667-41f3-bca9-e0b9ebada2bc>

<sup>13</sup> <https://www.thestar.com/opinion/contributors/2021/02/26/a-new-highway-dooms-a-new-generation-to-become-the-congestion.html>

<sup>14</sup> <https://www.nationalobserver.com/2021/02/16/investigations/ford-government-mzo-fast-tracked-developments-by-donors>

**C26**  
**Communication**  
**CW (1) – March 2, 2021**  
**Items # - Presentation #2**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Bellisario, Adelina](#)  
**Subject:** FW: [External] RE: City of Vaughan, Committee of the Whole Meeting, Tuesday, March 2nd - Community Letter in support of Agenda Item 5, presentation 2 by Irene Ford  
**Date:** March-01-21 12:13:07 PM  
**Attachments:** [413 Letter to Vaughan Council Clerk Tony Malfara.pdf](#)

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**From:** Michael A. DiMuccio <[REDACTED]>  
**Sent:** Monday, March 01, 2021 12:01 PM  
**To:** Clerks@vaughan.ca; Council@vaughan.ca; Bevilacqua, Maurizio  
<Maurizio.Bevilacqua@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Ferri, Mario  
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minister.ec@canada.ca; Deb.Schulte@parl.gc.ca; stephen.lecce@pc.ola.org;  
caroline.mulroneyco@pc.ola.org  
**Cc:** 'alexandra ney' <[REDACTED]>; 'bmadvice' <[REDACTED]>; 'Brad Norton'  
<[REDACTED]>; 'Dan Ifrim' <[REDACTED]>; 'Flavio Vanacore'  
<[REDACTED]>; [REDACTED] 'IRENE FORD' <[REDACTED]>;  
'Josie' <[REDACTED]>; 'Kevin Russell' <[REDACTED]>; 'Louisa Santoro'  
<[REDACTED]>; 'Mary Russell' <[REDACTED]>; 'Rob Mancuso'  
<[REDACTED]>; 'Sarah Buchanan' <[REDACTED]>;  
'sivabalan thambirajah' <[REDACTED]>; 'Vera William' <[REDACTED]>;  
'Vlahovic Rene' <[REDACTED]>; [REDACTED]; 'Sergio Simone'  
<[REDACTED]>; 'Peter Romano' <[REDACTED]>;  
<[REDACTED]>; [REDACTED]; 'Dan Ifrim' <[REDACTED]>; 'Julia  
Galt' <[REDACTED]>; 'David Forgione' <[REDACTED]>; 'Angela Grella'  
<[REDACTED]>; 'gian delzotto' <[REDACTED]>; 'Sustainable Vaughan'  
<sustainablevaughan@gmail.com>; [REDACTED]  
**Subject:** [External] RE: City of Vaughan, Committee of the Whole Meeting, Tuesday, March 2nd -  
Community Letter in support of Agenda Item 5, presentation 2 by Irene Ford

Good morning,

I am a long-standing resident of Vaughan and am submitting this letter in support of meeting agenda item 5, presented by Irene Ford, which requests that Vaughan Council reverses its endorsement of the proposed GTA West Corridor/Highway 413. I have attached a letter prepared by my neighbor, which I fully endorse and outlines the many thoughts shared by a growing audience of constituents, who appear to be only now becoming informed of the fact that this highway is back on the table and is unjustly being fast tracked.

You will find our growing online community of over 1,500 people expressing their outrage and concern over the manner in which some of our representatives are handling the issue. We are not interested in a solution for which the environmental and economic demands of our time are being misrepresented or being completely ignored. STOP the 413 on Facebook is the new 'Town Hall'. I strongly encourage you to see for yourself that we have a voice and that voice will become louder.

**Warmest Regards,**

*Michael A. DiMuccio*

[REDACTED]

----- Forwarded message -----

From: **Tony Malfara** <[REDACTED]>  
Date: Mon, Mar 1, 2021 at 7:22 AM  
Subject: City of Vaughan, Committee of the Whole Meeting, Tuesday, March 2nd - Community Letter in support of Agenda Item 5, presentation 2 by Irene Ford  
To: <[clerks@vaughan.ca](mailto:clerks@vaughan.ca)>, <[council@vaughan.ca](mailto:council@vaughan.ca)>, <[maurizio.bevilacqua@vaughan.ca](mailto:maurizio.bevilacqua@vaughan.ca)>, <[Gino.Rosati@vaughan.ca](mailto:Gino.Rosati@vaughan.ca)>, <[gino.rosati@vaughan.ca](mailto:gino.rosati@vaughan.ca)>, <[mario.ferri@vaughan.ca](mailto:mario.ferri@vaughan.ca)>, Jackson, Linda <[linda.jackson@vaughan.ca](mailto:linda.jackson@vaughan.ca)>, Iafrate, Marilyn <[marilyn.iafrate@vaughan.ca](mailto:marilyn.iafrate@vaughan.ca)>, Carella, Tony <[tony.carella@vaughan.ca](mailto:tony.carella@vaughan.ca)>, <[rosanna.defrancesca@vaughan.ca](mailto:rosanna.defrancesca@vaughan.ca)>, <[sandra.racco@vaughan.ca](mailto:sandra.racco@vaughan.ca)>, <[alan.shefman@vaughan.ca](mailto:alan.shefman@vaughan.ca)>  
Cc: <[jjones@markham.ca](mailto:jjones@markham.ca)>, <[spellegrini@king.ca](mailto:spellegrini@king.ca)>, <[mayor@townofws.ca](mailto:mayor@townofws.ca)>, <[dave.barrow@richmondhill.ca](mailto:dave.barrow@richmondhill.ca)>, <[joe.dipaola@richmondhill.ca](mailto:joe.dipaola@richmondhill.ca)>, <[wayne.emmerson@york.ca](mailto:wayne.emmerson@york.ca)>, <[carmine.perrelli@richmondhill.ca](mailto:carmine.perrelli@richmondhill.ca)>, Taylor, John <[jtaylor@newmarket.ca](mailto:jtaylor@newmarket.ca)>, <[tvegh@newmarket.ca](mailto:tvegh@newmarket.ca)>, <[mquirk@georgina.ca](mailto:mquirk@georgina.ca)>, <[rgrossi@georgina.ca](mailto:rgrossi@georgina.ca)>, <[mayorscarpitti@markham.ca](mailto:mayorscarpitti@markham.ca)>, <[dhamilton@markham.ca](mailto:dhamilton@markham.ca)>, <[jheath@markham.ca](mailto:jheath@markham.ca)>, <[joeli@markham.ca](mailto:joeli@markham.ca)>, <[ec.ministre-minister.ec@canada.ca](mailto:ec.ministre-minister.ec@canada.ca)>, <[Deb.Schulte@parl.gc.ca](mailto:Deb.Schulte@parl.gc.ca)>, <[stephen.lecce@pc.ola.org](mailto:stephen.lecce@pc.ola.org)>, <[caroline.mulroneyco@pc.ola.org](mailto:caroline.mulroneyco@pc.ola.org)>

Good morning,

I am submitting a letter that I would like to have shared with the Mayor and Vaughan councillors. It is a letter in support of Agenda Item Number 5, the Public Presentations and specifically presentation #2 on your agenda, titled "Irene Ford asking Vaughan Council to reverse endorsement of the proposed GTA West Corridor/Highway 413.

Please let me know if the information provided is sufficient or if you require any further information from me?

Thanks for your help.

Tony Malfara

[REDACTED]





**DATE:** March 1, 2021

**TO:** Mayor and Members of Council

**FROM:** Nick Spensieri, Deputy City Manager, Infrastructure Development  
Vince Musacchio, Director, Infrastructure Planning & Corporate Asset Management

**RE:** **COMMUNICATION - March 2, 2021 CW (1) - Presentation #2 (Irene Ford asking Vaughan Council to reverse endorsement of the proposed GTA West Corridor/Hwy 413)**

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**Recommendations**

1. That this communication be received for information.

**1. Purpose**

The purpose of this Staff Communication is to provide the Mayor and Members of Council with information in response to the March 2, 2021 CW (1) - Presentation #2 (Irene Ford asking Vaughan Council to reverse endorsement of the proposed GTA West Corridor/Hwy 413) and to provide information regarding the Feb. 12, 2021 letter from the Impact Assessment Agency of Canada regarding the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study.

**2. Analysis**

The municipalities affected by the GTA West EA Study received a letter from the Impact Assessment Agency of Canada (IAAC) dated Feb. 12, 2021 (Attachment 1). Attached to the letter was a designation request submitted on Feb. 3, 2021 by Ecojustice on behalf of Environmental Defense (Attachment 2). The request was made to the Minister of the Environment and Climate Change Canada to designate the proposed Ministry of Transportation (Ontario) GTA West Transportation Corridor Route Planning and Environmental Assessment Study project under subsection 9(1) of the *Impact Assessment Act*, so that it would be subject to the Federal Environmental Assessment process.

The Impact Assessment Agency of Canada is the federal body accountable to the federal Minister of Environment and Climate Change and delivers impact assessments that contribute to decision making on major projects in support of sustainable development. The IAAC has invited municipalities affected by the GTA West Corridor Study to provide input on the project to inform the Agency's analysis of the designation request. In particular, the Impact Assessment Agency of Canada is seeking input on:

1. Whether any City of Vaughan bylaws or requirements apply to the Project.
  - a) If applicable, would any of those involve consultation with the public and Indigenous groups?

- b) If applicable, what environmental, social, economic or health issues would those bylaws or requirements address?
2. General confirmation of whether the Ontario Ministry of Transportation is addressing the interests and issues of importance to the City of Vaughan.

The Impact Assessment Agency of Canada has requested municipal responses by March 3, 2021.

### **The Impact Assessment Act outlines a process for assessing the impacts of major projects**

An Impact Assessment is a planning and decision-making tool used to assess:

- Positive and negative environmental, economic, health, and social effects of proposed projects
- Impacts to Indigenous groups and rights of Indigenous peoples

*The Impact Assessment Act* outlines a process for assessing the impacts of major projects and projects carried out on federal lands or outside of Canada. The Impact Assessment Agency of Canada is responsible for conducting impact assessments under the *Impact Assessment Act*.

*The Impact Assessment Act* became law in 2019 and outlines two ways a project may be required to undergo a federal impact assessment process. The first is the project contains an activity that matches a description contained in the federal Physical Activities Regulations (Project List). The second is that a request be made to the Minister of the Environment and Climate Change to exercise their discretion to require a federal impact assessment process for a project that is not on the Project List, due to the potential for the project to cause adverse effects on matters within federal jurisdiction, or adverse direct or incidental effects (due to a federal decision) or due to public concerns related to those effects.

### **The GTA West Corridor has been under detailed review since 2007**

Since [2007](#), the City has been working with the Province, the Region of York and other affected municipalities to advance the GTA West corridor, which spans from Highway 400 in the east to the Highway 401/407 ETR interchange in the west, concurrently with the City's Consolidated Growth Management Strategy initiatives ([2011 Council report](#) and [Member's Resolution, page 17&18](#))

### **Council supported the expeditious completion of the Ministry of Transportation Ontario's GTA West EA Study, while highlighting the importance of minimizing socio-economic, environmental and natural heritage impacts**

Stage 1 of the EA was completed in November 2012, and Stage 2 of the EA, which was to generate route alternatives for the transportation corridor, was initiated in early 2014. Staff were involved and consulted within both Stages, since the GTA West Corridor would affect existing residential communities, including the North Kleinburg-Nashville

Secondary Plan area, Blocks 27 and 41, and the Highway 400 North Employment Lands (Blocks 34 and 35).

Over the years, the City continued with the planning of lands affected by the GTA West corridor while ensuring appropriate Secondary and Official Plan policies for those lands recognized and protected for the GTA West corridor as it was defined through the ongoing provincial environmental assessment process ([2013 Modifications to the Vaughan Official Plan 2010, West Vaughan Employment Lands Area \(Volume 2\) Response to Public, Government and Agency Submissions](#)).

In early 2015 ([March report](#), [April report](#)), Council requested that the Ministry of Transportation work with the City and the Region of York during Stage 2 of the GTA West Corridor Transportation Route Planning and Environmental Assessment Study process to expedite the determination of the routing for the GTA West Corridor such that those areas within the GTA West Route Planning Study Area which are not required for the new highway can be released for development in accordance with the City's Official Plan, as soon as possible.

Following the suspension of the GTA West EA Study in late 2015, Council requested in [2016](#) that the Ministry of Transportation resume the GTA West Corridor Transportation Route Planning and Environmental Assessment Study, Stage 2 and expeditiously identify the preferred alignment and interchange locations.

### **The GTA West EA Study Resumed in June 2019 from Cancellation in 2018**

The Ministry's GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study resumed in June 2019 from its cancellation in 2018, following an announcement from the Province.

### **The GTA West Project Team held the second round of Public Information Centers in September 2019, presenting the draft Technically Preferred Route**

In fall 2019, the GTA West Project Team held the second round of Public Information Centers where they presented the draft Technically Preferred Route Alternative and the refined Focused Analysis Area, showing lands to be made available for development, subject to confirmation of the Preferred Route.

### **The GTA West Project Team Presented at Committee of the Whole on November 12, 2019 where Council provided a position on the GTA West EA**

A [report](#) was prepared by City staff to supplement the presentation which provided background information on the study, an update on the study resumption, and highlights of the draft Technically Preferred Route Alternative.

### **November 19, 2019: Vaughan Council unanimously supports the most northern alignment to protect employment and residential lands**

During the November 19, 2019 meeting of Vaughan City Council, Mayor and Members of Council, in a recorded vote, unanimously approved a motion to call on the Ministry of Transportation to build the proposed GTA West Corridor Highway in the northern part of

Vaughan (the alignment identified within the Kleinburg-Nashville area). The City's preferred option will see the new highway created from Highway 427 to Highway 400 passing through the northern part of the community. This route is preferred because it will help mitigate impacts to the City's existing residential neighbourhoods, planned employment lands and future residential areas. The City supports building the GTA West Corridor Highway to support future growth in the community and beyond.

The motion supports the City's commitment to protect the environment, spur economic development and growth, while creating and expanding opportunities for citizens – anchored in Council's commitment to supporting an outstanding quality of life. The motion outlines that the Ministry of Transportation work with the City of Vaughan in confirming and aligning on a preferred route, and to address the issues identified in the [staff report](#), while prioritizing the following key objectives:

1. Minimize impacts to the developable residential and employment land base, agricultural viability and economic competitiveness
2. Comprehensive mitigation of potential impacts on environmental and cultural heritage features
3. Connectivity of the local transportation network to the highway network
4. Connectivity of the local transportation network across the GTA West Corridor

Careful consideration needs to be given to how the proposed highway contributes to positive outcomes, such as: economic growth, employment opportunities and sustainability as embodied in the [Term of Council Service Excellence Strategic Plan](#) objectives: City Building, Transportation and Mobility, Environmental Stewardship, and Economic Prosperity, Investment and Social Capital. In order to achieve the City's strategic vision, an alignment (including access opportunities and preservation of lands) that maximizes industrial-commercial land-uses, related jobs and tax assessment, must be a top priority of the City of Vaughan.

The unanimous position taken by Vaughan Council was communicated in a [news release](#) by the City's Corporate and Strategic Communications department on Nov. 21, 2019.

**Following the Nov. 2019 Report, there were numerous meetings and communications between the GTA West EA Project Team, City and Regional staff**

There were numerous meetings and communications between the GTA West Project Team, the City and Regional staff mainly regarding the technically preferred route, impacts to existing communities (especially through the North Kleinburg-Nashville Secondary Plan Area) and interchange locations within Vaughan.

Council provided a position through the endorsed recommendations (within the [Mayor's members resolution](#)), at its meeting of June 29, 2020 that the City requests the Ministry develop, as part of the Environmental Assessment Study, a highway alignment that minimizes impact to existing residential communities and minimizes impacts to the environment, including agricultural lands.

## **On Aug. 7, 2020, the GTA West Project Team announced the Preferred Route and the associated Focused Analysis Area**

Following the review of stakeholder comments, the GTA West Project Team announced the Preferred Route and changes to the Focused Analysis Area on Aug. 7, 2020.

The Preferred Route within Vaughan includes a partial interchange at Weston Road, an interchange at Highway 27 and freeway-to-freeway interchanges at Highways 427 and 400, essentially the same interchange locations from the draft Technically Preferred Route. The Preferred Route within Vaughan also includes a revised alignment which reduces impacts to the existing residential neighborhoods and the North Kleinburg-Nashville Secondary Plan Area.

Staff prepared a [report](#) to Council in September, 2020 on this matter.

The City of Vaughan continues to work with the GTA West Project Team on the preliminary design of the preferred route.

## **Response to Concerned Citizens of Kleinburg**

In Nov. 2020, in response to issues raised by Kleinburg residents, mainly regarding what they felt was a lack of information and communication from the GTA West EA Project, staff prepared a communication summarizing public communications made regarding the GTA West EA Study from the province's announcement of its Resumption on June 19, 2020 to date.

## **York Region Staff brought forward a Draft response to IAAC on February 25, 2021**

On February 25, Regional staff brought forward a report to Regional Council seeking endorsement on staff draft response to the Feb 12, 2021 IAAC letter. Council directed staff to report back providing additional details on the Federal Impact Assessment Act process and recently proposed changes for a streamlined environmental assessment process for the Ministry of Transportation's GTA West Transportation Corridor. It is anticipated that the report will be provided for Regional Council consideration during the March Committee/Council cycle.

In addition, Regional Council passed a motion moved by Regional Councillor Jackson and Seconded by Regional Councillor Rosati that reads:

*" That the Regional Chair write a letter to the Honourable Caroline Mulroney, Minister of Transportation, requesting that the Ministry host a Public Information Centre (PIC) for Vaughan and King residents for the purpose of receiving and answering public question and addressing concerns raised to the Province's confirmed GTA West Multimodal Transportation Corridor."*

## **Specific Input Requested by the Impact Assessment Agency of Canada**

Specific responses for the input questions posed by the Impact Assessment Agency of Canada are shown below:

1. Whether any City of Vaughan bylaws or requirements apply to the Project.

The City requires conformity with applicable city-wide strategic growth management strategy documents including policies and guidelines which specify City requirements to be satisfied when proposing projects by government, agencies or private entities, including the Ministry's GTA West EA Study.

a) If applicable, would any of those involve consultation with the public and Indigenous groups?

The City consulted extensively on the City led initiatives, as specified under applicable legislative requirements. As it relates to the GTA West EA Study, the City expects the Ministry of Transportation to develop an adequate consultation plan for the Project as per the Individual Environmental Assessment process.

b) If applicable, what environmental, social, economic or health issues would those bylaws or requirements address?

For the City led initiatives, the City develops project specific criteria to address the environmental, social, economic or health elements in consultation with residents, external agencies and other applicable stakeholders, and as per applicable legislative requirements. With regards to the GTA West EA project, applicable environmental, social, economic or health concerns have been raised with the GTA West EA Project Team.

2. General confirmation of whether the Ontario Ministry of Transportation is addressing the interests and issues of importance to the City of Vaughan.

The City has been working with the Ontario Ministry of Transportation since 2007 to protect the City's interests and address the City's requirements, as demonstrated through the above noted Council reports and communications.

For more information, please contact Vince Musacchio, Director, Infrastructure Planning and Corporate Asset Management at extension 8311.

Attachments:

1. Feb 12, 2021 Letter from Impact Assessment Agency of Canada
2. Feb. 3, 2021 Letter from Ecojustice, on behalf of Environmental Defense to the Minister of the Environment and Climate Change Canada

**Approved by**



Nick Spensieri, DCM  
Infrastructure Development



Impact Assessment  
Agency of Canada

Ontario Region  
600-55 York Street  
Toronto ON M5J 1R7

Agence d'évaluation  
d'impact du Canada

Région de l'Ontario  
600-55 rue York  
Toronto ON M5J 1R7

Attachment #1

February 12, 2021

Sent by email

**Invitation for Input**

Henrik Zbogar, City of Brampton  
Kant Chawla, Town of Caledon  
Mark Vandersluis, City of Mississauga  
Shirley Kam, City of Vaughan  
Bill Andrews, Halton Region  
Christopher Raynor, Regional Municipality of York  
Gary Kocialek, Region of Peel  
Maureen Van Ravens, Town of Halton Hills  
Peter Angelo, Township of King

Dear Colleagues:

**Subject: Designation Request for the Proposed GTA West Project under the  
*Impact Assessment Act***

On February 3, 2021, the Minister of Environment and Climate Change received a request to designate the proposed GTA West Project under subsection 9(1) of the *Impact Assessment Act* (IAA). The designation request from Ecojustice, on behalf of Environmental Defense, is enclosed (Enclosure 1).

**The Proposed Project**

The Ontario Ministry of Transportation is proposing the construction and operation, including maintenance, of a new 59-kilometre all-season public highway in the northwest Greater Toronto Area. The proposed new highway, which would be named Highway 413, would connect highway 400 between Kirby Road and King-Vaughan Road in the east, to the highway 401/407 interchange area, near the northern end of highway 403, in the west. The highway would stretch through the municipalities of Vaughan, Caledon, Brampton and Halton Hills in the regions of York, Peel and Halton. The Project as proposed is not a designated project as described in the *Physical Activities Regulations*. The impact assessment process under IAA only applies to designated projects.

Further information on the Project can be found on the proponent's website (<https://www.gta-west.com/>).

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### **Provincial Process**

The Government of Ontario is proposing to create a new streamlined process for assessing potential environmental impacts of the Project, as well as consulting on it. More information on this is available at: [ero.ontario.ca/notice/019-1882](http://ero.ontario.ca/notice/019-1882)

### **Designation Request**

Under subsection 9(1) of IAA the Minister may, by order, designate a physical activity that is not prescribed in the *Physical Activities Regulations*. The Minister may do this, if, in the Minister's opinion, the physical activity may cause adverse effects within federal jurisdiction or adverse direct or incidental effects (resulting from a federal decision), or public concerns related to those effects warrant the designation. In accordance with subsection 9(4) of IAA, it is expected that the Minister will respond, with reasons, to the request by May 4, 2021.

The Impact Assessment Agency of Canada will review information about the Project, any concerns expressed by the public and Indigenous groups, expert advice from federal authorities and input from provincial ministries and municipalities to prepare a recommendation to the Minister on whether to designate the Project. If the Project were designated by the Minister, the Ontario Ministry of Transportation (the proponent) would be prohibited from carrying out the Project and would be required to submit an Initial Project Description, thereby commencing the planning phase of IAA. During the planning phase, the Agency would determine whether an impact assessment is required.

Additional information regarding the process for designation requests can be found at the following link: <https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance/designating-project-impact-assessment-act.html>

### **Invitation for Input**

The Agency notes that the project assessment process by the Ontario Ministry of Transportation has included consultation with your municipality. However, to support the Agency's analysis of the designation request, we wish to invite the views and input from representatives of your municipality.

In particular, the Agency would like to confirm whether any bylaws or requirements of your municipality apply to the Project.

- If applicable, would any of those involve consultation with the public and Indigenous groups?
- If applicable, what environmental, social, economic or health issues would those bylaws or requirements address?



In general, please confirm whether the Ontario Ministry of Transportation is addressing the interests and issues of importance to your municipality. The Agency will be pleased to receive any other comments. Given the legislated timeline for the Minister to make a decision, your response is requested by **Wednesday, March 3, 2021**.

In the coming days, a Registry page for the Project will be available on the Canadian Impact Assessment Registry Internet site at [iaac-aeic.gc.ca/050/evaluations](https://www.iaac-aeic.gc.ca/050/evaluations). Please use the *Submit a Comment* feature on the Project's Registry page to provide the Agency with information regarding this file. Letters can be uploaded using this feature. If you have difficulties using this feature, please immediately contact Owais Khurshid, Project Manager, at [owais.khurshid@canada.ca](mailto:owais.khurshid@canada.ca) or 647-262-8046.

**Important Note:**

All records produced, collected or received in relation to the designation request process – unless prohibited under the *Access to Information Act* or *Privacy Act*<sup>1</sup> – are considered public and may be released. The Agency's Submission Policy determines which submitted information can be shared publicly, and what should remain private. For further information on how we protect your privacy, please refer to the Privacy Notice<sup>2</sup>.

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<sup>1</sup> <https://www.iaac-aeic.gc.ca/050/evaluations/participation/condition>

<sup>2</sup> <https://www.iaac-aeic.gc.ca/050/evaluations/protection>

If you have any questions regarding the designation process or the response sheet, please do not hesitate to contact Owais Khurshid by telephone or email.

Sincerely,

Anjala Puvananathan  
Director, Ontario Region

Enclosure     Designation request letter from Ecojustice on behalf of  
Environmental Defence

c.c.             Steve Mota, Regional Municipality of York  
Richa Dave, Region of Peel  
Ann Larkin, Halton Region

**Laura Bowman**

1910-777 Bay Street, PO Box 106  
Toronto, Ontario M5G 2C8  
Tel: 416-368-7533 ext. 522  
Fax: 416-363-2746  
Email: [lbowman@ecojustice.ca](mailto:lbowman@ecojustice.ca)  
File No.: 3860051

February 3, 2021

The Honourable Jonathan Wilkinson  
Minister of the Environment and Climate Change  
House of Commons  
Ottawa, Ontario K1A 0A6  
[Jonathan.Wilkinson@Canada.ca](mailto:Jonathan.Wilkinson@Canada.ca)

Dear Minister Wilkinson,

**Re: GTA West – Request for designation under s.9 of the *Impact Assessment Act***

I am writing on behalf of my client Environmental Defence, to request that the GTA West Project and associated transmission infrastructure be designated for a federal Environmental Assessment pursuant to s.9(1) of the *Impact Assessment Act* (IAA). This request is also supported by Ontario Nature, Transport Action Ontario, Sierra Club Peel, Halton Environmental Network, Oakvillegreen, Sustainable Vaughan, and Oak Ridges Moraine Land Trust. The GTA West Project and associated transmission infrastructure will result in adverse environmental effects within federal jurisdiction as well as adverse and incidental effects and meets the criteria for public concern. The GTA West Project is proposed to be partially exempted from the provincial EA process.<sup>1</sup>

Under subsection 9(1) of IAA the Minister may, by order, designate a physical activity that is not prescribed in the Regulations. The Minister may do this, if, in the Minister's opinion, the physical activity may cause adverse effects within federal jurisdiction or adverse direct or incidental effects, or public concerns related to those effects warrant the designation.

The GTA West Project has not substantially begun nor has a federal authority exercised a power or performed a duty or function that would permit the Project to be carried out, in whole or in part, and therefore the Minister is not prohibited from designating this Project pursuant to subsection 9(1) of IAA.

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<sup>1</sup> Proposed Regulation for a streamlined environmental assessment process for the Ministry of Transportation's GTA West Transportation Corridor Project (July 8, 2020) <https://ero.ontario.ca/notice/019-1882>.

## Overview of the project

The GTA West Project is a proposed fully separated 400 series highway in the northwest Greater Toronto Area. The proponent is the Ontario Ministry of Transportation (MTO). The highway would have freeway-to-freeway connections at Highways 401, 407, 410, 427 and 400. The GTA West Project also includes highway widenings and expansions along existing highway corridors.

The new highway corridor will extend from Highway 400 (between Kirby Road and King-Vaughan Road) in the east to the Highway 401/407 ETR interchange area in the west, and will feature a 400-series highway and transitway. The project would consist of 8.8 million square metres of new paved surfaces. The paved surface would be approximately 170 metres wide (110 m for vehicle lanes, 60 for transit lanes) and approximately 52 km long. The GTA West Highway would stretch across four municipalities from Highway 401 northeast to Highway 400 including from west to east: Halton Hills, Brampton and Vaughan. It would bisect the sensitive headwaters of four watersheds from west to east, including the easternmost Sixteen Mile Creek, a stretch of the Credit River, the entire width of Etobicoke Creek, and the Humber River.<sup>2</sup>

The GTA West Project is also proposed to be co-located with a Northwest Greater Toronto Area Electricity Transmission Corridor.<sup>3</sup> The proponent of the associated transmission corridor is the Ontario Ministry of Northern Development and Mines (ENDM). The proposed corridor would potentially include a 60 metre or wider right of way with two double-circuit 239kV transmission lines. No environmental assessment for the transmission corridor has been undertaken to date.

## Overview of environmental effects

The GTA West Project would cause significant adverse environmental effects because of its location and environmental setting. The highway will develop a rural area including a number of areas protected under the Greenbelt Plan. It would bisect a number of features such as significant woodlands, endangered species habitat and wetlands which are designated as protected “natural heritage features”. It will bisect and seriously compromise a number of major river corridors in and outside of the Greenbelt Plan that provide critical wildlife connections north to the major natural areas of the Oak Ridges Moraine and the Niagara Escarpment. These include a major twin crossing of the Humber River and the adjacent East Humber River valleys, another three crossings of East Humber valleys, four crossings of West Humber valleys, two crossings of Etobicoke Creek and a major crossing of the main Credit River valley.

The GTA West Project would have “extensive and widespread impacts on the natural heritage system,” including significant loss in the number, form and function of natural features and

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<sup>2</sup> GTA West at a glance (February 2015) [https://www.gta-west.com/wp-content/uploads/2018/10/GTA-West-at-a-Glance\\_February-2015.pdf](https://www.gta-west.com/wp-content/uploads/2018/10/GTA-West-at-a-Glance_February-2015.pdf).

<sup>3</sup> ERO posting 019-1503 <https://ero.ontario.ca/notice/019-1503> also see attached map [https://prod-environmental-registry.s3.amazonaws.com/2020-03/2.%20MTO%202019%20Focused%20Analysis%20Area%20vs%20Proposed%20Tx%20Narrowed%20Area%20of%20Interest\\_0.png](https://prod-environmental-registry.s3.amazonaws.com/2020-03/2.%20MTO%202019%20Focused%20Analysis%20Area%20vs%20Proposed%20Tx%20Narrowed%20Area%20of%20Interest_0.png)

species. There will be significant fragmentation of valleylands, conservation lands, and the few remaining natural corridors in the eastern portion of the project area.<sup>4</sup>

The proposed highway and its corridor will destroy a combined 5.95 km length of forests that support many sensitive forest bird species, and other wildlife and plants. This includes destroying seven entire woodlots, portions of other woodlots, and bisecting numerous forested valleys. The single biggest loss will be a 1.5 km stretch of forests around the twin valleys of the Humber and East Humber Rivers in Vaughan.<sup>5</sup>

Over 1,000 ha of land identified as important for local wildlife movement, some of which is also important at a regional scale, will either be removed or intersected by the proposed highway. Of note is the section located to the east of Bramalea Road, through an area classified as important for regional wildlife movement.<sup>6</sup>

The exact number of affected stream crossings involved in the GTA West Project and associated transmission infrastructure is not specified in the EA. The Toronto Region Conservation Authority (TRCA) has estimated 85 crossings are required.<sup>7</sup> Although some assessment documents include higher estimates of 93-118 water courses depending on the alternative that is under discussion.<sup>8</sup> Of these crossings, TRCA ranks 10 as “high priority” locations ecologically, as they are in deep valleys with relatively high quality existing or potential habitat, high regional connectivity, or high local connectivity. Of the remaining crossings, 58 are ranked as “medium priority” locations located in shallow valleys that have high quality existing or potential habitat, high regional connectivity, or high local connectivity.<sup>9</sup> Details are not known for crossings in Credit Valley Conservation Authority (CVCA) or Halton Conservation (HC) jurisdiction.<sup>10</sup>

## Public Concern

There has been significant public concern about the GTA West project. During the first provincial review process, there was so much public concern that the project was halted and the proponent hired an advisory panel to advise on alternatives. Ultimately that panel recommended

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<sup>4</sup> TRCA, Staff Report: GTA West Transportation Corridor Individual EA – Stage 2 Update (January 24, 2020) [“TRCA Jan 2020 Report”] <https://pub-trca.escribemeetings.com/filestream.ashx?DocumentId=5418>, p.7-9.

<sup>5</sup> AECOM, GTA West Natural Environment Existing Conditions Map <https://www.gta-west.com/wp-content/uploads/2018/11/Section-04-Natural-Environment-Existing-Conditions-Map.pdf> Also derived from MNR Natural Heritage Mapping tool: [https://www.gisapplication.lrc.gov.on.ca/mamnh/Index.html?site=MNR\\_NHLUPS\\_NaturalHeritage&viewer=NaturalHeritage&locale=en-US](https://www.gisapplication.lrc.gov.on.ca/mamnh/Index.html?site=MNR_NHLUPS_NaturalHeritage&viewer=NaturalHeritage&locale=en-US).

<sup>6</sup> TRCA Jan 2020 Report, p.7-9; also AECOM map of NH features located at <https://www.gta-west.com/wp-content/uploads/2018/11/Section-04-Natural-Environment-Existing-Conditions-Map.pdf>.

<sup>7</sup> TRCA Jan 2020 Report, p.7-9.

<sup>8</sup> AECOM, Assessment of Group 3 and Group 4 Transportation alternatives (Chapter 4) November 2018 [“AECOM alternatives assessment”] <https://www.gta-west.com/wp-content/uploads/2018/11/Chapter3NaturalEnvironment.pdf>, p.53.

<sup>9</sup> TRCA 2020 <https://pub-trca.escribemeetings.com/filestream.ashx?DocumentId=5418> p.7-9.

<sup>10</sup> Credit Valley Conservation Authority, Board of Directors Meeting Agenda (October 16, 2020) [https://cvc.ca/wp-content/uploads/2020/10/Agenda-Package-Redacted-BOARD-OF-DIRECTORS-MEETING\\_Oct16\\_2020-1.pdf](https://cvc.ca/wp-content/uploads/2020/10/Agenda-Package-Redacted-BOARD-OF-DIRECTORS-MEETING_Oct16_2020-1.pdf) p.24-29.

against the project. The project has received considerable media coverage particularly regarding opposition to the project.<sup>11</sup>

More recently, over 6000 people have requested that the GTA West project be cancelled. A recent letter opposing the project was signed by the David Suzuki Foundation, Environmental Defence, the Federation of Urban Neighbourhoods, Grandmothers Act to Save the Planet, Gravelwatch, Halton Environment Network, National Farmer's Union - Ontario, the Rescue Lake Simcoe Coalition, Sustainable Vaughan, Transport Action Ontario and the Wilderness Committee.

The municipality of Halton Hills, which lies along the western portion of the route, has passed a resolution opposing the highway.<sup>12</sup> The City of Brampton has unanimously endorsed a local boulevard option instead through its portion of the corridor/route through "heritage heights." However to-date the MTO has refused to consider this alternative. Concerns about effects turn on the destruction of natural heritage areas, climate change, and moving away towards single occupant passenger vehicle transportation models to enhance complete communities. The City of Orangeville also passed a motion opposing the project.

The TRCA, which is normally the regulatory authority for developments in floodplains, wetlands and valleylands has objected to the potential impact of the highway and the proposed streamlined regulatory process for early works (described in more detail below). As recently as September 2020 it was still awaiting responses from the proponent on how the project would impact TRCA managed protected areas and natural heritage features within TRCA jurisdiction.

### **The project is near a threshold set out in the project list**

Section 51 of the *Physical Activities Regulations* (SOR/2019-285) designates "The construction, operation, decommissioning and abandonment of a new all-season public highway that requires a total of 75 km or more of new right of way. "New right of way" is described as land that "is not alongside and contiguous to an area of land that was developed for an...all season highway".

The length of the new corridor portion of the GTA West highway is approximately 52 kilometres with a new 110-metre right of way. The associated transitway is another 52 kilometres in length and would be a separate corridor with a new 60-metre right of way. The width of the associated transmission right of way is unknown but also extends for 50 km. Both the highway and transitway portions of the GTA West Project independently meet the definition of a new right of

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<sup>11</sup> Paul Webster, "Highway 413: The Opposition Reloads" *In the Hills* (Nov 24 2020) <https://www.inthehills.ca/2020/11/highway-413-the-opposition-reloads/> ; Tabitha Wells, "GTA West does not align with Orangeville's Priorities: council opposes Highway 413 through Caledon, Vaughan, Milton" *Orangeville Banner* (Nov 13, 2020) <https://www.orangeville.com/news-story/10265191--gta-west-does-not-align-with-orangeville-s-priorities-council-opposes-highway-413-through-caledon-vaughan-milton/> ; Laura Broadly "It's just going to ruin everything" *King Connection* (Oct 15 2020) <https://www.yorkregion.com/news-story/10217411--it-s-just-going-to-ruin-everything-king-vaughan-groups-team-up-to-fight-hwy-413/> ; Opinion "Highway plan raises many questions" *Independent Free Press* (Oct 1 2020) <https://www.insidehalton.com/opinion-story/10212505-highway-plan-raises-many-questions/> ; Isaac Callan "Halton leaders are fighting against Ford's GTA West Highway" *Toronto Star* (Oct 3 2020) <https://www.thestar.com/news/canada/2020/10/03/halton-leaders-are-fighting-against-fords-gta-west-highway-bramptons-refuse-to-condemn-it.html>

<sup>12</sup> Isaac Callan, *Toronto Star* (October 3, 2020) "Halton leaders are fighting against Ford's GTA West Highway; Brampton's refuse to condemn it"

way, for a total of approximately 100 kilometres. The transmission corridor also requires a new right of way. The right of way runs through a rural, undeveloped area for most of its route.

The “project” as defined in the EA also includes associated highway widenings along unknown lengths of other 400 series highways. Associated highway expansions along the 410 and 427 corridors to connect them with the new GTA West highway would bring the GTA West highway project to over 60 kilometres of new, undeveloped right of way.

When all components are included, the project is at or approaching the Project list threshold of 75 kilometres under the *Impact Assessment Act*. To the extent that it does not meet this threshold, this relates at least in part to project-splitting of the main corridor from the connections between the GTA West to other 400 series highways and widenings of other public highways. There is also project splitting as between the highway and the associated transmission corridor, and the highway and associated transitway, each of which requires an entirely new 50 km long right of way.

**There are proposals for multiple activities within the same region that may be a source of cumulative effects.**

The GTA West Project has the potential to exacerbate the cumulative effects of sprawl and climate change, as well as to create cumulative effects with other highway proposals along the same vulnerable natural corridors. This includes the extension of Highways 410 and 427 to the GTA West Highway, as well as widening and expansion projects impacting major north-south natural waterways and corridors along the 401 and 407 corridors.<sup>13</sup> These related projects will impact 129 watercourses in the same region and on the same natural corridors such as the Humber River and Credit River along existing highway crossings.<sup>14</sup>

In addition to this the Regions of York (City of Vaughan) and Peel (Town of Caledon) clearly intend to expand settlement and employment area boundaries in the vicinity of 400 series highways, including the GTA West corridor. Peel is considering official plan amendments to this effect, including approval of developments in Mayfield in Caledon which would expand urban areas north from Brampton up towards the GTA west through prime agricultural lands.<sup>15</sup> Peel also contemplates expanding areas of Bolton westward towards the Humber River along the GTA West corridor.<sup>16</sup> York Region recently requested that the province allow development in protected greenbelt lands along all 400 series highways.<sup>17</sup> There has been no examination of the

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<sup>13</sup> AECOM Assessment of alternatives report, p.53.

<sup>14</sup> *Ibid.*, p.53.

<sup>15</sup> Caledon official plan Schedule A [https://www.caledon.ca/en/town-services/resources/Documents/business-planning-development/Official\\_Plan\\_Schedule\\_A.pdf](https://www.caledon.ca/en/town-services/resources/Documents/business-planning-development/Official_Plan_Schedule_A.pdf). Also see “Highway 413 opposition reloads” cited above <https://www.inthehills.ca/2020/11/highway-413-the-opposition-reloads/>

<sup>16</sup> Region of Peel Official Plan.

[https://www.peelregion.ca/planning/officialplan/pdfs/ropdec18/ROPConsolidationDec2018\\_TextSchedules\\_Final\\_SCHEDULES\\_Part12.pdf](https://www.peelregion.ca/planning/officialplan/pdfs/ropdec18/ROPConsolidationDec2018_TextSchedules_Final_SCHEDULES_Part12.pdf).

<sup>17</sup> Report, York Region Council (October 8, 2020).

<https://yorkpublishing.escribemeetings.com/filestream.ashx?DocumentId=16293>.



cumulative effects of the development of the highway along with other anticipated development of rural/agricultural and natural heritage areas adjacent to the Highway.

Additionally, the associated transmission corridor would entail an unknown number of additional crossings of watercourses and disruption of natural corridors. The cumulative effects of the transmission corridor and the GTA West Project have not been considered, nor are they included within the scope of the current provincial EA processes.

### **Adverse effects cannot be adequately managed through other existing legislative or regulatory mechanisms**

#### The provincial regulatory process is grossly inadequate

In Ontario until 2020 the strategic planning of highways was subject to a full environmental assessment but the site specific impacts of individual projects are not fully assessed. Individual highway projects are assessed under the Ministry of Transportation Class Environmental Assessment Process.

As described below, the GTA West Highway proposal was subject to an EA process that was heavily criticized on need and alternatives by the proponent's own Advisory Panel. As a result, the EA was terminated in 2015. An Advisory Panel was appointed by the proponent to review the EA. The Advisory Panel concluded that the EA was fundamentally flawed, particularly on need and alternatives. Despite these critiques the EA was recommenced in 2019 and a preferred route was identified. Now, the Ontario Government proposes to exempt the project from completing the EA process.

#### Proposed exemption from Provincial EA

In July 2020, the Ontario Government proposed to exempt the GTA West highway from completing its environmental assessment before commencing what it referred to as "early works." The nature of these early works were not defined. As noted by other regulatory agencies, it remains unclear how natural heritage features including Fish and Migratory Bird habitat will be identified and protected before early works commence under the proposed exemption. The proposal suggested that early works could include bridges over water courses.<sup>18</sup> Despite proposing to rapidly develop water crossings there have been no communications with the federal Department of Fisheries and Oceans regarding potential fish habitat destruction. Ontario also proposes to exempt all highways less than 75 kilometres from provincial individual EA under recent legislative changes.<sup>19</sup>

TRCA has expressed concerns with this exemption, noting that in its view, the usual environmental development permit requirements for floodplains under s.28 of the *Conservation Authorities Act* does not apply to this proponent and that the proposed exemption would fail to protect natural heritage features (i.e. significant wetlands, woodlands, species habitat):

As MTO is exempt from the regulatory requirements of the CA Act, TRCA has significant concerns **there is no mechanism in place for the protection of life and**

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<sup>18</sup> Proposed Regulation for a streamlined environmental assessment process for the Ministry of Transportations' Greater Toronto Area West Transportation Corridor project (July 8, 2020) <https://ero.ontario.ca/notice/019-1882>

<sup>19</sup> Proposed Project List for comprehensive Environmental Assessment <https://ero.ontario.ca/notice/019-2377>



**property or the management of natural resources at the detailed design stage of the GTA West**, which fails to fulfill the objects of the EA Act. The mandate of CAs strongly aligns with provincial objectives for resilient public infrastructure and meeting the intent of the EA Act to provide for the protection, conservation and wise management of Ontario's environment. Accordingly, TRCA's Board of Directors have recommended that MTO commit to receiving VPR signoff at the design stage as it relates to TRCA's regulatory and policy interest, as well as provincially delegated responsibilities. ...

...This project will have significant, unavoidable and permanent impacts to the existing natural heritage system and the Humber River and Etobicoke Creek watersheds and could exacerbate risks to natural hazards, and negatively impact drainage patterns, wildlife habitat and the surrounding landscape.

...Early works, including bridge works drive many impacts on the natural environment. It is not appropriate to allow construction to proceed prior to the completion of the Environmental Impact Assessment Report. This, in effect would render the EIAR ineffective as it would not have an opportunity to identify and avoid impacts.<sup>20</sup>

Similarly the Credit Valley Conservation Authority has commented that: "it is unclear how the proposed streamlined approach [to the GTA West EA] allows for an appropriate level of regulation of the proposed project components..."<sup>21</sup> The full implications of the proposed exemption are not yet clear because no draft regulation was provided for public consultation.

#### Other provincial regulatory processes are inadequate

The Ontario *Endangered Species Act* does not adequately protect species at risk from the project. Under Regulation O.Reg 242/08, the laying down of highways and activities authorized under the Class Environmental Assessment for Provincial Transportation Facilities are exempt from the prohibitions under ss.9 and 10 of the Act pursuant to s.23(1) of the Regulation. Further, s.23.1(1) may exempt the GTA West project from permitting requirements under the *Endangered Species Act* to the extent that it is carrying out an undertaking under the Class Environmental Assessment for Provincial Transportation Facilities. This exemption applies specifically to the protections in ss.9 and 10 of the Ontario *Endangered Species Act* for Redside Dace, the species at risk that is affected by a large number of proposed watercourse crossings. There are a variety of other regulatory exemptions which may reduce or eliminate protections for a variety of other federally listed species at risk (for example Bobolink) within the project area.

TRCA takes the position that the usual permits for development and site alteration under section 28 of the *Conservation Authorities Act* are not applicable to projects undertaken by MTO. Accordingly, the usual environmental protections of that permitting process, which applies to regulated lands (typically valleys and water crossings) is not likely to be applied to protect sensitive natural heritage features such as fish habitat and migratory bird habitat.

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<sup>20</sup> TRCA, letter to Ministry of the Environment on proposed exemption for GTA West (August 21, 2020). <https://pub-trca.escrimetings.com/filestream.ashx?DocumentId=6188> (emphasis added).

<sup>21</sup> CVCA, letter to Ministry of the Environment on proposed exemption for GTA West (August 21, 2020) [https://cvc.ca/wp-content/uploads/2020/09/Agenda-Package-BOARD-OF-DIRECTORS-MEETING\\_Sep11\\_2020\\_Redacted.pdf](https://cvc.ca/wp-content/uploads/2020/09/Agenda-Package-BOARD-OF-DIRECTORS-MEETING_Sep11_2020_Redacted.pdf)

## Predicted adverse effects on core areas of federal jurisdiction

### Federal Approvals

The project has the potential for direct and incidental effects arising from the exercise of a federal power or authority. Based on the project description to date the project would likely require authorization by Fisheries and Oceans Canada under the *Fisheries Act*. It may also require authorization by Environment and Climate Change Canada under the *Species at Risk Act* and the *Migratory Birds Convention Act*. There may also be navigable waterways and rail infrastructure permits required. The full suite of approvals required is not known as the project is at an early stage of design.

### Fish and Fish Habitat

The project would cause adverse effects on fish and fish habitat as well as aquatic species and species at risk. The 2018 Natural Environment Report indicates that the highway corridor study area includes numerous locations representing high quality cold water habitat for fish, including federal species at risk such as Redside Dace.<sup>22</sup> The assessments conducted to date note that the project has the potential to impact fish communities along existing corridors as well as 24 water crossings containing species at risk.<sup>23</sup> Approximately 85-100 stream crossings are implicated in the preferred route. Accordingly, the project would also cause adverse effects that are directly related or incidental to a federal authority to authorize harmful alteration, destruction or disruption of fish habitat under s.35(1) of the *Fisheries Act*.

The highway will destroy or partially destroy 75 wetlands, 28 of which are designated by the Province as provincially significant. These wetlands are critical to the ecological health of the Humber, Etobicoke and Credit River Watersheds. They support numerous breeding amphibian ponds, significant swamps and marshes and many rare plant and animal species. TRCA predicts that approximately 220 wetlands covering 130 ha, will be impacted.<sup>24</sup>

According to TRCA, the proponent's Comparative Evaluation of Net Effects and Ranking of alternatives does not appear to consider the significance, sensitivities, or quality of all the natural heritage features within the alternative routes, which significantly diminishes the weighting of individual natural features. All natural heritage features should be evaluated using these criteria so that the review of alternatives considers natural heritage features equally and ensures overall impacts for each evaluation criterion is weighted appropriately.

- Some unevaluated wetlands may in fact be Provincially Significant Wetlands (PSW) but may not have been classified as such in the table. Once they have been evaluated, the significance of each natural feature can better inform the Route Evaluation.
- Woodlands should be assessed using standardized criteria for significance in such a way that they are compared on equal footing. Many of the unevaluated woodlands may in fact prove to be significant, particularly the larger features connected to valleys.

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<sup>22</sup> AECOM alternatives assessment, pp.36-42.

<sup>23</sup> AECOM alternatives assessment, p.53.

<sup>24</sup> TRCA Jan 2020 Report, p.7.

- There are several locations where natural features have not been identified. For example, there are extensive riverine wetlands located adjacent to Airport Road where segments 6-1 and 6-2 are located. The proposed intersection 6-1 will remove a large proportion of these wetlands.<sup>25</sup>

The project would also traverse several key natural aquatic habitat features including but not limited to the Humber River, Credit River, Sixteen Mile Creek, Fletcher's creek, Mullet Creek, Spring Creek, Levi Creek and Etobicoke Creek. It would also impact Greenbelt Plan areas and the Niagara Escarpment as well as significant prime agricultural lands.<sup>26</sup> The project would also traverse a large conservation area, the Nashville Conservation Area managed by the Toronto Region Conservation Authority (TRCA).<sup>27</sup>

In July 2020, the Ontario Government proposed to exempt the GTA West highway from completing its environmental assessment before commencing what it referred to as "early works." The nature of these early works were not defined. As noted by other regulatory agencies, it remains unclear how natural heritage features including Fish and Migratory Bird habitat will be identified and protected before early works commence under the proposed exemption. The proposal suggested that early works could include bridges over water courses.<sup>28</sup> Despite proposing to rapidly develop water crossings there have been no communications with the federal Department of Fisheries and Oceans regarding potential fish habitat destruction.<sup>29</sup> While the proposed exemption would require the proponent to prepare a "draft" Environmental Conditions Report, this would just be a collection of documentation already completed up to the preliminary design phase. Detailed design would entail preparing a draft EIA only for those components of the project that are not subject to early works approvals.<sup>30</sup> The exemption appears to permit construction of early works such as bridges before these reports are completed.

### Migratory Birds

Highways cause significant adverse impacts to birds in four ways: direct mortality, indirect mortality (such as habitat loss and habitat sinks), habitat fragmentation and disturbance.<sup>31</sup> No mitigation can remove the impacts of highways to wildlife.<sup>32</sup> The well-known direct effects of

<sup>25</sup> TRCA Jan 2020 Report, p.8.

<sup>26</sup> AECOM, GTA West Executive Summary, <https://www.gta-west.com/wp-content/uploads/2018/11/Executive-Summary-November-2012-1.pdf>, p.xx; AECOM, GTA West Existing Conditions Report, [https://www.gta-west.com/wp-content/uploads/2018/11/GTA\\_West\\_Env\\_Existing\\_Conditions\\_Report\\_Jan\\_27\\_11-Appendices.pdf](https://www.gta-west.com/wp-content/uploads/2018/11/GTA_West_Env_Existing_Conditions_Report_Jan_27_11-Appendices.pdf); AECOM, GTA West Chapter 2 – Natural Environment, <https://www.gta-west.com/wp-content/uploads/2018/11/Chapter3NaturalEnvironment.pdf>, pp.33-36

<sup>27</sup> TRCA Jan 2020 Report, pp.10-13

<sup>28</sup> Proposed Regulation for a streamlined environmental assessment process for the Ministry of Transportation's GTA West Transportation Corridor Project (July 8, 2020) <https://ero.ontario.ca/notice/019-1882>

<sup>29</sup> Ceasar Kagame, DFO to Charlotte Ireland, Ecojustice (Oct 7, 2020).

<sup>30</sup> Proposed Regulation for a streamlined environmental assessment process for the Ministry of Transportation's GTA West Transportation Corridor Project (July 8, 2020) <https://ero.ontario.ca/notice/019-1882>.

<sup>31</sup> Sandra L Jacobson, Mitigation Measures for Highway-caused impacts to birds, (2002) <https://www.fws.gov/migratorybirds/pdf/management/jacobsen2005highwaymeasures.pdf>

<sup>32</sup> Ibid.; also see A V Kociolek et al, "effects of road networks on bird populations" *Conservation Biology* (February 2011); and see US Environmental Protection Agency *Evaluation of Ecological Impacts From Highway Development*

roads on birds include habitat loss and fragmentation, vehicle-caused mortality, pollution, and poisoning. Nevertheless, indirect effects may exert a greater influence on bird populations. These effects include noise, artificial light, barriers to movement, and edges associated with roads. Moreover, indirect and direct effects may act synergistically to cause decreases in population density and species richness. Of the many effects of roads, it appears that road mortality and traffic noise may have the most substantial effects on birds relative to other effects and taxonomic groups.<sup>33</sup> The project also has the potential to cause cumulative effects when considered in relation to the transmission line which is proposed for the corridor.

The project would likely cause adverse effects to migratory birds. The project would traverse large areas of significant woodlands including important ravine corridors and protected areas (for example the Nashville Conservation Area). It does not appear that breeding bird or other terrestrial wildlife surveys have been completed. The preferred alternative impacts numerous evaluated wetlands, five along existing corridors that would be widened and eight along the new corridor. The project would traverse approximately 17 linear km of woodlots that are each over 40 hectares in size.<sup>34</sup> The area of Nashville Conservation Area which contains the Humber River Valley that would be traversed by the project includes two e-bird birding “hotspots” in proximity to the proposed corridor. Another birding hotspot is located at the proposed 413/400 highway interchange. At these birding hotspots, e-bird reports contain approximately 100 species of migratory birds.<sup>35</sup> Wildlife surveys have been requested from the proponent, however the proponent has not produced any wildlife surveys for the preferred route. As noted elsewhere in this submission, the province proposes to exempt the proponent from completing the environmental assessment before commencing work that would adversely affect migratory birds. No beneficial management practices have been incorporated into the project and no mitigation measures have been proposed to address potential significant adverse effects on migratory birds.

### Species at Risk

A complete list of species at risk in the project area is not available from the proponent. It appears that no terrestrial or aquatic wildlife surveys are available.<sup>36</sup> No known mitigation measures have been proposed for fish or fish habitat, species at risk or migratory birds.

However, TRCA predicts that over 110 occurrences (representing 10 different species) of federal and/or provincial species at risk have been found in the study area: these species are found in a variety of habitat types including meadow (e.g., Bobolink), forest (e.g., Eastern Wood-Pewee, Butternut), wetland (e.g., Snapping Turtle) and within specific watercourses.<sup>37</sup> The project would impact 35 different fauna species of local concern (with approximately 240 separate occurrences) have been found inhabiting the project study area.<sup>38</sup>

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(April 1994) [https://www.epa.gov/sites/production/files/2014-08/documents/ecological-impacts-highway-development-pg\\_0.pdf](https://www.epa.gov/sites/production/files/2014-08/documents/ecological-impacts-highway-development-pg_0.pdf)

<sup>33</sup> Kociolek et al, Ibid.

<sup>34</sup> AECOM alternatives assessment, p.54.

<sup>35</sup> E-Bird hotspot listing, Nashville Conservation Reserve, Vaughan-Huntington Road Bridge, Highway 400 storm water ponds.

<sup>36</sup> These were requested from the proponent but not provided.

<sup>37</sup> TRCA Jan 2020 Report, pp.7-9

<sup>38</sup> Ibid., pp.7-9

In the three birding hotspots on e-bird that would be destroyed by the proposed route, there are numerous migratory birds that are also species at risk including Chimney Swift, Bank Swallow, Barn Swallow, Bobolink, Eastern Meadowlark, Eastern Wood-Pewee, Loggerhead Shrike, Wood Thrush and Grasshopper Sparrow. No terrestrial wildlife surveys have been prepared for the location and no mitigation measures have been proposed for the protection of these species.

There are aquatic species at risk (Redside Dace) at 31 different watercourse crossings along the existing highway corridor and the new corridor section has aquatic species at risk along approximately 24-31 water crossings.<sup>39</sup> According to the proponent's documentation Middle Sixteen Mile Creek within the new corridor may potentially support several species at risk (Bridle Shiner, Deepwater Sculpin). As well as recently species such as American Eel and Western Chorus Frog, Atlantic Salmon and Lake Sturgeon with recent COSEWIC assessments.<sup>40</sup> Nashville Conservation Area is also reportedly home to Eastern Milksnake (SARA Special Concern).<sup>41</sup>

There has not been a public assessment of the potential impacts on species at risk (either aquatic or terrestrial) along the preferred route. Given the proposed exemption, this will likely not be required prior to construction. There are no proposed mitigation measures and there may not be any prior to construction.

The project threatens to extirpate Redside Dace, a species listed as endangered under the federal *Species at Risk Act*. The project impacts stream crossings and adds impervious surfaces in some of the last remaining potential Redside Dace habitat in the northern reaches of the Greater Toronto Area, the region where most Canadian Redside Dace habitat is located. Redside Dace is found primarily in heavily populated regions of Ontario. The provincial Recovery strategy for the Redside Dace identifies headwaters such as those found extensively in the GTA West project area as essential for survival and recovery.<sup>42</sup> It identifies urban development as the primary cause of habitat loss and population decline.<sup>43</sup> In particular, the cumulative effects of development adjacent to the highway along with the highway itself could destroy what few healthy Redside Dace populations remain.

The integrity of headwater areas upstream of reaches currently occupied by Redside Dace is also extremely important. Headwater streams, groundwater discharge areas and wetlands play an important physical role in augmenting and maintaining baseflows, coarse sediment supply and surface water quality, and the protection of headwater systems should be given a high priority in freshwater conservation efforts (Saunders et al. 2002). It is recommended that headwater streams, groundwater discharge areas and wetlands that physically support the reaches occupied by Redside Dace also be regulated as habitat of the species.<sup>44</sup>

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<sup>39</sup> AECOM alternatives assessment, p.53.

<sup>40</sup> *Ibid.*, p.53.

<sup>41</sup> Inaturalist reptile and amphibian atlas: <https://www.inaturalist.org/observations/50445025>.

<sup>42</sup> Ministry of Natural Resources and Forestry, Redside Dace Recovery Strategy (2010) <https://www.ontario.ca/page/redside-dace-recovery-strategy>.

<sup>43</sup> *Ibid.*

<sup>44</sup> *Ibid.*



The provincial Redside Dace recovery strategy recommended that all upstream headwaters (natural heritage features and supporting functions) be protected.<sup>45</sup> There has been no assessment of the cumulative impacts of stormwater from the highway and associated infrastructure and development on the Redside Dace. The GTA West project is incompatible with the provincial Recovery Strategy recommendation to maintain impervious cover at less than 10% of a stream's catchment area.<sup>46</sup>

Additionally, TRCA has indicated that 35 different fauna species of local concern (with approximately 240 separate occurrences) have been found inhabiting the proposed study area. 74 different flora species of local concern (with approximately 275 separate occurrences) have been found inhabiting the proposed study area.<sup>47</sup> Because we do not have access to TRCA's full assessment, it is not known how many of these may be listed federal species at risk.

The habitat impacts of the proposed project suggest that species at risk may be more broadly affected. Approximately 220 wetlands, many of which have never been evaluated, covering 130 ha, will be impacted. Approximately 680 ha of habitat representing 224 separate habitat patches (forest, wetland, meadows) will be directly removed or indirectly impacted. This includes 240 ha (representing 40 separate habitat patches) of high-quality habitat (based on TRCA's landscape analysis model assessing size, shape and surrounding land use) and over 300 ha (representing 206 separate habitat patches) of habitat deemed highly vulnerable to impacts of climate change.<sup>48</sup>

### **Lack of need and alternatives assessment**

The GTA West Highway stage 1 environmental assessment commenced under the Ontario *Environmental Assessment Act* in 2008 and was completed in 2012 with the release of a Transportation Development Strategy. A notice of commencement for Phase 2 was released in February 2014.<sup>49</sup> In December 2015, the Ministry of Transportation temporarily suspended the EA due to public concerns. An independent panel, the 2017 GTA West Advisory Panel appointed by the Ministry of Transportation to peer review the environmental assessment documentation that was prepared to that date.<sup>50</sup>

The Advisory Panel recommended that the GTA West EA be discontinued and that the Ministry of Transportation look at transportation alternatives on a regional basis.<sup>51</sup> The Advisory Panel found that the EA's recommended alternatives did not conform to provincial policies for the optimization of existing infrastructure, protection of valuable lands, and encouragement of transit use and complete communities.

The Advisory Panel found that the EA also did not demonstrate that a new highway corridor which crosses protected agricultural lands, key natural heritage and hydrologic features was the only option to address regional transportation needs. The Advisory Panel found that other alternative actions were capable of providing benefits equivalent or greater than a new highway

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<sup>45</sup> *Ibid.*, executive summary.

<sup>46</sup> *Ibid.*

<sup>47</sup> TRCA Jan 2020 Report.

<sup>48</sup> TRCA Jan 2020 Report, pp.7-9

<sup>49</sup> Ontario Government, Notice of commencement – GTA West Transportation corridor Route Phase 2 Study.

<sup>50</sup> GTA West Advisory Panel Report (May 29, 2017).

<sup>51</sup> GTA West Advisory Panel Report (May 29, 2017).

including congestion pricing, better use of existing highway infrastructure and growth management.<sup>52</sup> More specifically, the Advisory Panel concluded that “In the Panel’s view, the GTAW EA considered but did not apply the complete policy test requiring demonstration of need and no reasonable alternative/alternative location in order to cross key natural heritage and key hydrological features (Greenbelt Plan 2005) and in order to exclude prime agricultural areas from long-term agricultural use (Provincial Policy Statement 2005).”<sup>53</sup> The Advisory Panel Report also criticized the EA for using an inconsistent and unclear approach to the evaluation of need, which it conflated with opportunity and that the EA failed to evaluate the do nothing alternative.<sup>54</sup>

The Panel also found that the EA reached different conclusions in different sections about the same topics and did not follow a clear logic.<sup>55</sup> The report noted that there is a much higher uncertainty about future travel demand than when the EA was initiated 10 years ago. This includes uncertainties in transportation technology (e.g. automated vehicles, shared mobility), economic changes (e-commerce and working from home/remote office, different manufacturing centres, a bigger service economy) and policy changes (climate change mitigation, protection of valuable land, complete communities). With the advent of COVID-19 and increases in people working from home, the need to re-evaluate proceeding with large highway expansions that was originally identified by the Advisory Panel is only increased.

These critiques have not been addressed. In June 2019, the GTA West EA was recommenced and proceeded to identify a preferred route for a new highway corridor relying on the prior analysis that the Advisory Panel was critiquing. A preferred route was identified in August 2020. The Provincial assessment is not yet complete.

## Climate Change

The potential greenhouse gas emissions associated with the project may hinder the Government of Canada’s ability to meet its commitments in respect of climate change, including in the context of Canada’s 2030 emissions targets and forecasts.

Under the Paris Agreement, Canada committed to reducing its greenhouse gas emission by 30% below 2005 levels by 2030. This requires a reduction in emissions of 142 Mt CO<sub>2</sub>e. Current projections rely on a reduction of transportation emissions. For example, to meet the Paris Agreement targets, Ontario must reduce transportation emissions by 26 Mt CO<sub>2</sub>e by 2030 and by 63 Mt CO<sub>2</sub>e by 2050.<sup>56</sup>

The environmental review of the project to date has not considered the potential for the project to cause significant increases in greenhouse gas emissions.<sup>57</sup> Climate change was not a factor in the identification of preferred alternatives, although the assessment of alternatives noted that the

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<sup>52</sup> GTA West Corridor Advisory Panel Report (2017).

<sup>53</sup> *Ibid.*, Chapter 5, “policy context”.

<sup>54</sup> *Ibid.*, Chapter 6.

<sup>55</sup> *Ibid.*

<sup>56</sup> Environmental Commissioner of Ontario, 2018 Greenhouse Gas Emissions Report, p.116 [ECO 2018] <http://docs.assets.eco.on.ca/reports/climate-change/2018/Climate-Action-in-Ontario.pdf>.

<sup>57</sup> GTA West April 2020 Meeting Minutes, <https://www.gta-west.com/wp-content/uploads/2020/04/02-GTAG-Meeting-Minutes-November-14-2019.pdf>, p.4.

chosen alternative resulted in higher vehicle kilometres travelled.<sup>58</sup> The 2017 Advisory Panel Report found that the proposed highway would not have a significant impact on reducing congestion and would only save drivers 30-60 seconds per trip.<sup>59</sup>

Transportation emissions are the largest greenhouse gas emissions sector in Ontario and the fastest growing source of greenhouse gases in Ontario. Ontario is the second-largest greenhouse Gas emitter jurisdiction in the country.<sup>60</sup> From 1990 to 2018, greenhouse gas emissions from transportation grew from 40.8 Mt of CO<sub>2</sub>e to 57.4 Mt of CO<sub>2</sub>e.<sup>61</sup> Much of this was fueled by increases in both passenger and freight transportation.<sup>62</sup> Transportation accounts for approximately 33% of all emissions in the GTA. York and Halton Regions, through which the proposed highway would pass, have the highest proportion of their emissions from transportation at 47% each.<sup>63</sup> Nearly 98% of all transportation emissions in Ontario were sourced to fossil fuel use in vehicles.<sup>64</sup>

GHG emissions can be roughly estimated by multiplying additional vehicle kilometres travelled by an average emissions factor per vehicle.<sup>65</sup> The increase in vehicle kilometres travelled can be estimated using the “fundamental law of road congestion”.<sup>66</sup> Vehicle kilometres travelled is known to increase “in exact proportion to” percent increase in additional lane kilometres on highways.<sup>67</sup> Accordingly, building roads “elicits a large increase in vehicle kilometres travelled,”<sup>68</sup> in addition to generating significant construction-related greenhouse gas emissions.

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<sup>58</sup> AECOM Alternatives assessment.

<sup>59</sup> GTA West Advisory Panel Report (May 29, 2017).

<sup>60</sup> ECO 2018, p.83.

<sup>61</sup> Government of Canada, National Inventory Report 1990-2018: Greenhouse Gas Sources and Sinks in Canada, 2020, Table A-12, [http://publications.gc.ca/collections/collection\\_2020/eccc/En81-4-2018-3-eng.pdf](http://publications.gc.ca/collections/collection_2020/eccc/En81-4-2018-3-eng.pdf).

<sup>62</sup> Natural Resources Canada, Energy Use Statistics, Transportation Sector (Ontario) GHG Emissions by Transportation Mode.

<https://oee.nrcan.gc.ca/corporate/statistics/neud/dpa/showTable.cfm?type=CP&sector=tran&juris=on&rn=8&page=0>.

<sup>63</sup> Environmental Defence, Is building highway 413 the best option? (August 2020)

[https://d36rd3gki5z3d3.cloudfront.net/wp-content/uploads/2020/08/IsBuildingHighway413TheBestOption\\_Report\\_Final.pdf?x38078](https://d36rd3gki5z3d3.cloudfront.net/wp-content/uploads/2020/08/IsBuildingHighway413TheBestOption_Report_Final.pdf?x38078), p.6.

<sup>64</sup> ECO 2018, p.43. <https://www.auditor.on.ca/en/content/reporttopics/envreports/env18/Climate-Action-in-Ontario.pdf>

<sup>65</sup> National Academies of Science “Modelling on-road transport greenhouse gas emissions under various land use scenarios, <https://trid.trb.org/view/1393792>; According to the EPA the average passenger vehicle emits approximately 0.25 kg of CO<sub>2</sub> per 1 km see US EPA “Greenhouse Gas Emissions from a Typical Passenger Vehicle” <https://www.epa.gov/greenvehicles/greenhouse-gas-emissions-typical-passenger-vehicle>

<sup>66</sup> G. Duranton and M. Turner, University of Toronto, Department of Economics, Working paper 370 “The fundamental law of road congestion: Evidence from US cities” (September 8, 2009). <https://www.economics.utoronto.ca/workingPapers/tecipa-370.pdf>; S. Handy and M. Boarnet (Sept 30, 2014) Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions, Policy Brief. [https://ww2.arb.ca.gov/sites/default/files/2020-06/Impact\\_of\\_Highway\\_Capacity\\_and\\_Induced\\_Travel\\_on\\_Passenger\\_Vehicle\\_Use\\_and\\_Greenhouse\\_Gas\\_Emissions\\_Policy\\_Brief.pdf](https://ww2.arb.ca.gov/sites/default/files/2020-06/Impact_of_Highway_Capacity_and_Induced_Travel_on_Passenger_Vehicle_Use_and_Greenhouse_Gas_Emissions_Policy_Brief.pdf)

<sup>67</sup> *Ibid.*

<sup>68</sup> *Ibid.*



In the assessment of alternatives, the chosen alternative represented higher estimated network-wide vehicle kilometres travelled than some of the other alternatives.<sup>69</sup> The assessment does not provide the total estimate of increase to vehicle kilometres travelled. However, it estimates that the capacity of each of the six lanes is 2,200 vehicles per hour, and a daily capacity for the total of the six lanes of 120,000 vehicles.<sup>70</sup> Based on the 52 km road length and an average passenger vehicle emission factor of 0.25kg/1km VKT,<sup>71</sup> this results in a potential greenhouse gas contribution of approximately 0.57Mt of CO<sub>2</sub>e per year. Over the lifetime of the highway, this could represent a significant increase in Ontario's GHG emissions. Understood in the context of rapidly ballooning transportation emissions in Ontario the proposal represents a long-term entrenched policy decision to continue allowing transportation emissions to increase by continuing to increase road capacity which in turn induces further demand.

Both the Environmental Commissioner of Ontario and the proponent's own 2017 independent Advisory Panel recommended road pricing as an alternative that was more consistent with provincial and federal climate goals.<sup>72</sup> The City of Brampton has also proposed a boulevard alternative that is not currently under consideration by the proponent that would reduce greenhouse gas emissions. Without a Federal EA it will not be known if the project is compatible with Canada's climate change commitments or what the impact of the project would be on the long-term ability of Canada to meet its climate targets.

## Air Quality and Health

Traffic related air pollution from highways entails contamination from a variety of air pollutants including nitrogen oxides, carbon monoxide, sulphur dioxide, particulate matter and volatile organic compounds. The health effects of these pollutants include asthma, allergies and reduced lung function as well as lung cancer and heart disease. Children are more sensitive to air pollution than people in other age groups, because children breathe in more air in relation to their body weight and less developed lungs.<sup>73</sup> Emerging evidence links air pollution to pre-term births and low birth weight,<sup>74</sup> cognitive impairment and other illnesses,<sup>75</sup> as well as increased vulnerability to COVID-19.<sup>76</sup> Canadian studies have documented that the induced demand and

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<sup>69</sup> AECOM, 2012 GTA West Transportation Demand Study Report p.62

[http://madgic.library.carleton.ca/deposit/govt/ca\\_prov/on/on\\_mto\\_GTA\\_west\\_corridor\\_2012.pdf](http://madgic.library.carleton.ca/deposit/govt/ca_prov/on/on_mto_GTA_west_corridor_2012.pdf)

<sup>70</sup> <https://www.gta-west.com/wp-content/uploads/2018/11/GTA-West-Travel-Demand-Backgrounder-v1-Chp-3-4-red.pdf>, pp.48-49.

<sup>71</sup> US EPA "Greenhouse Gas Emissions from a Typical Passenger Vehicle"

<https://www.epa.gov/greenvehicles/greenhouse-gas-emissions-typical-passenger-vehicle>

<sup>72</sup> ECO 2018 p.128; GTA West Advisory Panel Report (May 29, 2017).

<sup>73</sup> Health Canada, Road traffic air pollution <https://www.canada.ca/en/health-canada/services/air-quality/road-traffic-air-pollution.html>; Region of Peel, Effective Interventions to Mitigate Adverse Human Health Effects from Transportation-Related Air pollution (2015) <https://www.peelregion.ca/health/library/pdf/Rapid-Review-TRAP%20Mitigation.pdf>

<sup>74</sup> Marie Lynn Miranda et al. "Proximity to roadways and pregnancy outcomes" *Journal of Exposure Science and Environmental Epidemiology* 23:32 (2013) <https://www.nature.com/articles/jes201278>

<sup>75</sup> Weiran Yuchi et al, "Road Proximity, air pollution, noise, green space and neurologic disease incidence: a population-based cohort study" *Environmental Health*, 9:18 (2020) <https://ehjournal.biomedcentral.com/articles/10.1186/s12940-020-0565-4>.

<sup>76</sup> Andrea Pozzer et al, "Regional and global contributions of air pollution to risk of death from COVID-19", *Cardiovascular Research*. doi:[10.1093/cvr/cvaa288](https://doi.org/10.1093/cvr/cvaa288)

higher vehicle densities from new highways result in increased nitrogen dioxide concentrations in close proximity to new highways and on arterials and access roads in the vicinity of a new highway.<sup>77</sup> A 2014 report estimated that traffic-related air pollution was responsible for approximately 700 premature deaths and over 2,800 annual hospitalizations due to heart and lung conditions in the GTHA each year with an annual economic impact of over \$4.6 billion.<sup>78</sup>

The Region of Peel has been experiencing an increasing number of smog days,<sup>79</sup> and Peel's numerous major highways and airport contribute to close to 200 estimated premature deaths every year – more than Halton, York, or Durham region.<sup>80</sup> Transportation is the most significant source of nitrogen oxides and carbon monoxide emissions throughout Ontario.<sup>81</sup> Region of Peel staff have requested a health impact assessment of the GTA West project that would evaluate cardiovascular and respiratory health, cancers associated with traffic-related air pollution as well as other health issues.<sup>82</sup> Specifically, staff at the Region of Peel raised concerns that the air pollution impacts of the proposal were not clearly included in the streamlined EA process that was proposed by the Province, and asked for clarification that a traffic analysis and health impact assessment would be included.<sup>83</sup> Although the GTA West highway has been planned for many years, there is as of yet no analysis of potential health impacts. This is despite the location of the proposed highway adjacent to or even through significant planned residential areas, for example Heritage Heights in Brampton and Mayfield in Caledon, as well as areas in Bolton and Vaughan. The province has not made a clear commitment to addressing the health impacts of increases in vehicle kilometres travelled in terms of regional air quality nor has it committed to a health impact assessment on adjacent communities. The Ontario Public Health Association has raised concerns that traffic related air pollution causes 900 premature deaths annually in the greater Toronto area and that more information is needed about the potential health effects of the GTA West highway specifically, noting support for a health impact assessment.<sup>84</sup>

A preliminary estimate from modelling commissioned by Environmental Defence (but not yet released) calculated that, if the 2020 mix of vehicles does not change over the lifetime of the highway, the damage costs from air pollution could be approximately CAD\$8.8 billion, nominally. This modelling is expected to be released in full in April 2021.

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<sup>77</sup> Shohel Reza Amin et al, "Understanding Air pollution from Induced Traffic during and after the Construction of a New Highway: Case Study of Highway 25 in Montreal" *Journal of Advanced Transportation* (2017) <https://www.hindawi.com/journals/jat/2017/5161308/>

<sup>78</sup> Dr. David Mowat et al, *Improving Health by Design in the Greater Toronto Hamilton Area - A Report of Medical Officers of Health in the GTHA*. 2nd Edition, May 2014, <https://www.peelregion.ca/health/resources/healthbydesign/pdf/moh-report.pdf>.

<sup>79</sup> Region of Peel, Air Quality Discussion Paper <https://www.peelregion.ca/health/library/pdf/Rapid-Review-TRAP%20Mitigation.pdf> p.5.

<sup>80</sup> Environmental Defence & the Ontario Public Health Association, June 2020, "Clearing the Air: Stakeholder Report," (p.18), <https://clearingtheair.ca/wp-content/uploads/2020/06/Clearing-The-Air-Stakeholder-Report.pdf>.

<sup>81</sup> *Ibid*, p.17.

<sup>82</sup> Region of Peel (undated) staff concerns on preferred route. <https://pub-peelregion.escribemeetings.com/filestream.ashx?DocumentId=6311>

<sup>83</sup> Region of Peel (Aug 21, 2020) Comments on Proposed regulation for streamlined environmental assessment

<sup>84</sup> Ontario Public Health Association, (Aug 22, 2020) comments on proposed streamlined EA for GTA West <https://opha.on.ca/getattachment/813cbc13-cd03-4688-a405-3973f00bf6be/ERO-019-1882-OPHA-Submission-GTA-West-Transportation-Project-Aug-22-2020.pdf.aspx?ext=.pdf> p.2

## First Nation Consultation

Based on a TRCA analysis there is high potential for both Indigenous and Euro-Canadian archaeological sites and artifacts specifically in the Nashville Conservation Area, and potentially in other TRCA-owned lands.<sup>85</sup> The highway corridor traverses the Gunshot Treaty, Williams Treaties and Toronto Purchase specific claim. The area is historically home to a number of First Nations including Huron-Wendat, Mississauga, Chippewa, Six Nations and Haudenosaunee territory. At this time it is not known how the project may impact First Nations harvesting and Treaty rights or cultural claims.<sup>86</sup>

The Chiefs of Ontario and several individual First Nations and First Nations coalitions have publicly opposed Ontario's efforts to weaken provincial environmental assessments. These changes include Ontario's proposed exemptions for the GTA West Highway.<sup>87</sup>

## Conclusion

In the absence of a Federal EA there will be inadequate assessment of water crossings and their impact on both terrestrial and aquatic wildlife including fisheries, migratory birds and species at risk. Such works may commence under the provincial regulatory system before proper surveys or mitigation are conducted related to impacts on these features. The same issue will arise if other elements of the project are exempted as "early works" as the scope of potential early works that would proceed without further assessment of environmental effects has not yet been defined.

In the absence of a Federal EA the need and alternatives defects in the EA identified by the proponent's 2017 Advisory Panel will not be addressed – particularly alternatives that would lower greenhouse gas emissions and avoid the need for land use change in protected areas.

In the absence of a Federal EA there will be no assessment of the cumulative effects of the project through any provincial or federal regulatory process.

In the absence of a Federal EA there will be no assessment of the impact of the project on Canada's climate change commitments.

Because of the proposed exemption it appears that there would never be a final report on the environmental impacts of the project carried out by Ontario prior to construction of early works and that a final report may never be required to assess fish habitat, species at risk, and migratory bird impacts. Mitigation measures have not been proposed for federal effects.

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<sup>85</sup> TRCA Jan 2020 Report, p.12.

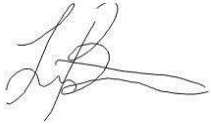
<sup>86</sup> AECOM, GTA West Environmental Existing Conditions Report (Jan 27, 2011) Chapters 4-6. [https://www.gta-west.com/wp-content/uploads/2018/11/GTA\\_West\\_Env\\_Existing\\_Conditions\\_Report\\_Jan\\_27\\_11-Chp-4.pdf](https://www.gta-west.com/wp-content/uploads/2018/11/GTA_West_Env_Existing_Conditions_Report_Jan_27_11-Chp-4.pdf) And [https://www.gta-west.com/wp-content/uploads/2018/11/GTA\\_West\\_Env\\_Existing\\_Conditions\\_Report\\_Jan\\_27\\_11-Chp-5-6.pdf](https://www.gta-west.com/wp-content/uploads/2018/11/GTA_West_Env_Existing_Conditions_Report_Jan_27_11-Chp-5-6.pdf)

<sup>87</sup> CBC News "Ontario using COVID-19 as a 'smokescreen' to trample treaty rights, chiefs say" (Sept 5, 2020) <https://www.cbc.ca/news/canada/thunder-bay/bill-197-first-nations-1.5712623>

There has been no detailed public assessment of the potential impacts on species at risk, fish or fish habitat or migratory birds for the project along the preferred route.

We ask that you designate the GTA West project for a federal EA pursuant to the Minister's power under s.9(1) of the *Impact Assessment Act*. We would be pleased to provide you with any information or materials that we have available to us at any time.

Sincerely,

A handwritten signature in dark ink, appearing to be 'LB' followed by a stylized flourish.

Laura Bowman  
Staff Lawyer

cc: client, supporters

encl. <https://ln2.sync.com/dl/43236dcc0/waiaqgh7-kgbbsyx6-ew2purax-2cpzaiye>

**ATTACHMENT NO. 1**

**CONDITIONS OF DRAFT PLAN OF SUBDIVISION APPROVAL**

**CONDITIONS OF DRAFT APPROVAL  
DRAFT PLAN OF SUBDIVISION FILE 19T-17V001 ('THE PLAN')  
9773 KEELE DEVELOPMENTS INC. ('THE OWNER')  
PART OF LOT 19, CONCESSION 3, CITY OF VAUGHAN**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF SUBDIVISION FILE 19T-17V001 ('THE PLAN'), ARE AS FOLLOWS:**

The Owner shall satisfy the following Conditions of Approval:

1. The Conditions of Approval of the City of Vaughan as set out in Attachment No. 1a).
2. The Conditions of Approval of York Region as set out in Attachment No. 1b) and dated April 2, 2020
3. The Conditions of Approval of Alectra Utilities Corporation as set out in Attachment No. 1c) and dated February 24, 2017.
4. The Conditions of Approval of Enbridge Gas Inc. as set out in Attachment No. 1d) and dated February 24, 2017.
5. The Conditions of Approval of Bell Canada as set out in Attachment No. 1e) and dated November 12, 2018.
6. The Conditions of Approval of Canada Post as set out in Attachment No. 1f) and dated April 5, 2017.

**Clearances**

1. The City shall advise that the Conditions in Attachment No. 1a) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
2. York Region shall advise that the Conditions in Attachment No. 1b) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
3. Alectra Utilities shall advise that the Conditions in Attachment No. 1c) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.

4. Enbridge Canada shall advise that the Conditions in Attachment No. 1d) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
5. Bell Canada shall advise that the Conditions in Attachment No. 1e) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
6. Canada Post shall advise that the Conditions in Attachment No. 1f) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.

**ATTACHMENT NO. 1a)**

**CONDITIONS OF DRAFT APPROVAL  
DRAFT PLAN OF SUBDIVISION FILE 19T-17V001 (THE 'PLAN')  
9773 KEELE DEVELOPMENT INC. ('THE OWNER')  
PART OF LOT 19, CONCESSION 3, CITY OF VAUGHAN**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN ('THE CITY')  
THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF  
THE PLAN, ARE AS FOLLOWS:**

**CITY OF VAUGHAN CONDITIONS**

1. The final Plan shall relate to the Draft Plan of Subdivision, prepared by KLM Planning Partners Inc., Project No. P-1736, dated June 1, 2020.
2. Prior to the registration, the lands within the Plan shall be appropriately zoned by a Zoning By-law which has come into effect in accordance with the provisions of the *Planning Act*.
3. The Owner shall pay any and all outstanding applications fees to the Development and Planning Department and Development Engineering Department, in accordance with the in-effect Tariff of Fees By-law.
4. The Owner shall enter into a subdivision agreement with the City of Vaughan to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including payments of development levies, the provisions of roads and municipal services, landscaping and fencing. The said agreement shall be registered against the lands to which it applies.
5. The Owner shall pay to the City a financial contribution in the amount of \$16,100.00 representing the Owner's proportionate share in combination with the adjacent development site (File DA.17.068- 9797 and 9785 Keele Street) of the Keele Street Sanitary Sewer Improvements (currently based on the cost of improvements to the Keele Street sanitary sewers identified in the Core Servicing Strategy).
6. The private road allowances included within this Draft Plan of Subdivision shall be named to the satisfaction of the City and York Region.
7. The Owner shall agree in the subdivision agreement that construction access shall be provided only in a location approved by the City and the Region of York.
8. Prior to final approval of the Plan, the Owner shall provide easements, as may be required, for utility, drainage or construction purposes and they shall be granted to the appropriate authority(ies), free of all charge and encumbrance.

9. Prior to final approval, a soils report prepared at the Owner's expense shall be submitted to the City for review and approval. The Owner shall agree in the subdivision agreement to carry out, or cause to carry out, the recommendations including pavement design structure for ideal and non-ideal conditions to the satisfaction of the City.
10. Prior to the initiation of grading, and prior to the registration of this Draft Plan of Subdivision or any phase thereof, the Owner shall submit to the City for review and approval the following:

A detailed engineering report that describes the storm drainage system for the proposed development within this draft plan, which report shall include:

- i) plans illustrating how this drainage system will tie into surrounding drainage systems, and indicating whether it is part of an overall drainage scheme, how external flows will be accommodated, and the design capacity of the receiving system;
- ii) the location and description of all outlets and other facilities which may require permits under Ontario Regulation 166/06 and/or the *Lakes and Rivers Improvement Act*;
- iii) storm water management techniques which may be required to control minor or major flows;
- iv) appropriate Stormwater Management Practices (SWMPs) to be used to treat stormwater, to ensure no negative impact on the quality and quantity of ground and surface water resources at it relates to fish and their habitat;
- v) proposed methods of controlling or minimizing erosion and siltation onsite and in downstream areas during and after construction;
- vi) retain an environmental monitor and report on the implementation and on-going maintenance of erosion and sediment controls; and
- vii) overall grading Plans for the Plan.

The Owner shall agree in the subdivision agreement to carry out, or cause to carry out, the recommendations set out in any and all of the aforementioned reports to the satisfaction of the City.

11. The Owner shall agree in the subdivision agreement that no building permits will be applied for or issued until the City is satisfied that adequate road access, potable municipal water supply, sanitary sewers, and storm drainage facilities are



available to service the Development or that arrangements have been made for their completion to the satisfaction of the City.

12. Prior to final approval of the Plan, the Owner shall pay its proportionate share of the cost any external municipal services, temporary and/or permanent built or proposed, that have been designed and oversized by others to accommodate the development of the Plan.
13. Prior to final approval of the Plan, the Owner shall make the necessary arrangements at the expense of the Owner for the relocation of any utilities required by the development of the Plan to the satisfaction of the City.
14. The Owner shall agree in the subdivision agreement to design, purchase material, and install a streetlighting system in the Plan in accordance with City Standards and specifications. This Plan shall be provided with decorative streetlighting to the satisfaction of the City.
15. The Owner shall agree in the subdivision agreement to maintain adequate chlorine residuals in the watermains within the Plan after successful testing and connection to the potable municipal water system and continue until such time as determined by the City or until assumption of the Plan. In order to maintain adequate chlorine residuals, the Owner will be required to retain a licensed water operator to flush the water system and sample for chlorine residuals on a regular basis determined by the City. The Owner shall be responsible for the costs associated with these activities including the metered consumption of water used in the program.
16. Prior to final approval of Plan, the Owner shall submit the final site grading and servicing plan, Stormwater Management Report, Environmental Noise and Vibration Report, Functional Servicing Report and/or downstream sanitary sewer analysis for review and approval, to the satisfaction of the Development Engineering and Infrastructure Planning Department.
17. Prior to final approval of the Plan, and/or conveyance of land, and/or any initiation of grading or construction, the Owner shall implement the following to the satisfaction of the City:
  - i) Submit a Phase One Environmental Site Assessment (ESA) report and, if required and as applicable, a Phase Two ESA, Remedial Action Plan (RAP), Phase Three ESA report in accordance with Ontario Regulation (O. Reg.) 153/04 (as amended) for the lands within the Plan. The sampling and analysis plan prepared as part of the Phase Two ESA, and RAP shall be developed in consultation with the City, implemented, and completed to the satisfaction of the City.

- ii) Should a change to a more sensitive land use as defined under O. Reg. 153/04 (as amended) or remediation of any portions of lands within the Plan be required to meet the applicable Standards set out in the Ministry of the Environment and Climate Change (MOECC) document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*" (as amended), and submit a complete copy of the satisfactory registration of the Record(s) of Site Condition (RSCs) filed on the Environmental Site Registry including the acknowledgement letter from the MOECC, covering all the lands within the Plan.
  - iii) Submit a signed and stamped certificate letter prepared by the Owner's Environmental Qualified Person/Professional (QP) and signed by the Owner and QP stating that they covenant and agree that all lands within the Plan and any lands and easements external to the Plan to be dedicated to the City and the Region were remediated in accordance with O. Reg. 153/04 (as amended) and the accepted RAP (if applicable), are suitable for the intended land use, and meet the applicable Standards set out in the MOECC document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*" (as amended).
  - iv) Reimburse the City for the cost of the peer review of the ESA report(s) and RAP, as may be applicable.
18. Prior to final approval, an Environmental Noise Impact Study, prepared at the Owner's expense, shall be submitted to the City for review and approval. The preparation of the study shall include the ultimate traffic volumes associated with the surrounding road network. The Owner shall agree in the subdivision agreement to carry out, or cause to carry out, the recommendations set out in the approved noise report to the satisfaction of the City.
19. The Owner shall cause the following warning clauses to be included in a schedule to all offers of purchase and sale, or lease for all lots/blocks within the entire Plan:
- i) "Owner shall inform the public and all purchasers and tenants that this development will function as a common element condominium and all details and associated costs shall be presented in the sales office, and through marketing material, etc."
  - ii) "Purchasers and/or tenants are hereby put on notice that the *Telecommunications Act*, the Innovation, Science and Economic Development Canada ('ISED') and the Canadian Radio-television and Telecommunications Commission ('CRTC') authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services

and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs.”

- iii) “Purchasers and/or tenants are advised that mail delivery will be from a designated community mailbox as per requirements dictated by Canada Post. The location of the mailbox shall be shown on the community plan provided by the Owner in its Sales Office.”
- iv) “Purchasers and/or tenants are advised that despite the inclusion of noise control features within both the development area and the individual building units, noise levels, including from construction activities, may be of concern and occasionally interfere with some activities of the building occupants.”
- v) “Purchasers and/or tenants are advised that fencing and/or noise attenuation features along the lot lines of lots and blocks abutting public lands, including public highway, laneway, walkway or other similar public space, is a requirement of this subdivision agreement and that all required fencing and barriers shall be constructed with all fencing materials, including foundations, completely on private lands and totally clear of any 0.3m reserve, as shown on the Construction Drawings.

The City has taken a Letter of Credit from the Owner (Subdivision Developer) for the security to ensure all fencing including, but not limited to privacy fencing, chain link fencing and acoustic fencing, are constructed to the satisfaction of the City. Direct cash deposit from the Purchasers to the City and/or Owner, for fencing, is NOT a requirement of this subdivision agreement.

The maintenance of the noise attenuation feature or fencing shall not be the responsibility of the City, or the Region of York and shall be maintained by the Owner until assumption of the services of the Plan. Thereafter the maintenance of the noise attenuation feature(s) or fencing shall be the sole responsibility of the lot owner. Landscaping provided on Regional Road right-of-ways by the Owner or the City for aesthetic purposes shall be approved by the Region and maintained by the City with the exception of the usual grass maintenance.”

- 20. Any additional warning clauses as noted in the subdivision agreement shall be included in all Offers of Purchase and Sale or Lease for all Lots and/or Blocks within the Plan to the satisfaction of the City.
- 21. The Owner, if required, shall enter into a Subdivision Agreement through Development Engineering Department for the installation of any proposed service connections and agree to pay for design and construction of any

improvements to the municipal infrastructure regarding the site servicing assessment, should it be determined that upgrades are required to the infrastructure to support this development. The Agreement shall be registered to the lands to which it applies to and to the satisfaction of the City. The Owner shall agree in the agreement, among other things, to:

- design and construct any required improvements to the municipal infrastructure to support this development, and any required municipal services upgrades (watermains, sanitary & storm sewers)
- pay applicable agreement fees and others pursuant to the City Fees and Charges By-law as amended and post necessary letter of credits



## ATTACHMENT 1B)

Corporate Services

April 2, 2020

Mr. Mauro Peverini  
Director of Development Planning  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

Attention: Margaret Holyday, M.C.I.P., R.P.P.

**RE: Draft Plan of Subdivision 19T-17V01 (SUBP.17.V.0028)  
Part of Lot 19, Concession 3  
9773 Keele Street  
(9773 Keele Developments Inc.)  
City of Vaughan**

York Region has now completed its review of the above noted draft plan of subdivision prepared by KLM Planning Partners Inc., Project No. P-1736, dated December 23, 2019. The proposed development is located at 9773 Keele Street, south of Major Mackenzie Drive and on the east side of Keele Street, in the City of Vaughan. The proposal will facilitate the creation of a future development block comprised of 11 townhouse units and the relocation of an existing heritage home, within a 0.33 ha site.

### **Transit**

Regional Transit staff advises that existing YRT transit services operate on Keele Street. The applicant is advised to coordinate with the City of Vaughan to provide sidewalk facilities connecting from the internal road network to Keele Street.

### **Transportation and Infrastructure Planning**

Regional Transportation and Infrastructure Planning staff advises the proposed site access to Keele Street was originally requested to be aligned with the public street on the west side of Keele Street as part of the comments for the related site plan application SP.18.V.0267 (DA.18.073). However, given existing physical constraints and technical justifications provided by the Owner's consultant, exclusive turn lanes have not been requested as part of the proposed development application. Exclusive turning lanes may be reviewed as part of the future capital project for Keele Street.

### **Sanitary Water and Sewage Supply**

Residential development in the City of Vaughan requires servicing capacity allocation prior to final approval. If the City of Vaughan does not grant this development allocation from the existing capacity assignments to date, then the development may require additional Regional infrastructure based on conditions of future capacity assignment, which may include:

- Duffin Creek WPCP Outfall Modification – 2021 expected completion, and
- Other projects as may be identified in future studies.

The Functional Servicing Report (FSR) and the Site Servicing Plan indicate the water servicing for the proposed development will be provided by connecting to the City of Vaughan's local water infrastructure on Keele Street. Should there be any change in the proposed servicing scheme, the Owner shall forward the revised Site Servicing Plan to the Region for review and record.

As shown on the Site Servicing Plan and cross-section drawings, the storm sewer outlet for the proposed development crosses the Region's 900mm diameter trunk watermain on Keele Street. Prior to the installation of the storm sewer outlet, the Owner shall daylight the Region's watermain to ensure the minimum clearance between the storm sewer and the watermain is 600mm as shown on the cross section drawing.

The Owner is advised that the integrity of the 900mm diameter Regional watermain located on Keele Street in the vicinity of the subject development is to be maintained at all times during the construction, grading, or construction dewatering activities. All construction drawings showing works in close proximity of the Region's watermain shall include the following note for the contractor:

*"Integrity of York Region's 900mm diameter watermain on Keele Street is to be maintained at all times."*

The Owner shall contact and invite the Region's Construction Administrator (Felipe Osorio, 1-877-464-9675, Ext. 73047) to pre-construction meetings and for an inspection of the construction site during works performed in close proximity of the Region's 900mm diameter watermain, which includes the storm sewer crossing works. A minimum two weeks' notice is required.

### **Summary**

York Region has no objection to draft plan approval of the draft plan of subdivision subject to the attached Schedule of Clauses/Conditions for the draft plan of subdivision. We request a copy of the notice of decision, draft approved plan, and the clauses/conditions of draft approval should the plan be approved.

19T-17V01 (SUBP.17.V.0028)  
(9773 Keele Developments Inc.)

Should you have any questions regarding the above, please contact Justin Wong, Planner, at 1-877-464-9675 ext. 71577 or by email at [Justin.Wong@york.ca](mailto:Justin.Wong@york.ca), should you require further assistance.

Yours truly,

A handwritten signature in dark ink, appearing to read "Duncan".

Duncan MacAskill, M.C.I.P., R.P.P.  
Manager, Development Planning

JW/

Attachment (1): Schedule of Conditions

YORK-#10705169-v1-SUBP\_17\_V\_0028\_(19T17V01) - \_Regional\_Condition\_Letter

**Schedule of Clauses/Conditions**  
**19T-17V01 (SUBP.17.V.0028)**  
**Part of Lot 19, Concession 3**  
**9773 Keele Street**  
**(9773 Keele Developments Inc.)**  
**City of Vaughan**

Re: KLM Planning Partners Inc., Project No. P-1736, dated December 23, 2019

**Clauses/Conditions to be Included in the Subdivision Agreement**

1. The Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
2. The Owner shall advise all potential purchasers of the existing and future introduction of transit services.
3. The Owner shall provide direct shared pedestrian/cycling facilities and connections from the proposed development to Keele Street to support active transportation and public transit, where appropriate.
4. The Owner shall implement the recommendations of the revised Transportation Study, prepared by LEA Consulting, dated June 2018, including TDM measures and incentives, as approved by the Region.

**Conditions to be Satisfied Prior to Final Approval**

5. The Owner shall provide to the Region the following documentation to confirm that water and wastewater services are available to the subject development and have been allocated by the City of Vaughan:
  - A copy of the Council resolution confirming that the City of Vaughan has allocated servicing capacity, specifying the specific source of the capacity, to the development proposed within this site plan, and
  - A copy of an email confirmation by City of Vaughan staff stating that the allocation to the subject development remains valid at the time of the request for regional clearance of this condition.
6. The Owner shall provide an electronic set of the final engineering drawings showing the watermains and sewers for the proposed development to the Community Planning and Development Services division and the Infrastructure Asset Management Branch for record.



7. The Owner shall provide a TDM communication strategy, to assist the Region and the City of Vaughan to effectively deliver the Information Packages and pre-loaded PRESTO Cards to residents. This strategy shall also include a physical location for distribution of the Information Packages and pre-loaded PRESTO Cards. The applicant is responsible for the coordination and for providing a venue for the distribution of PRESTO cards. Each event, approximately 2 hours of staff time, can serve approximately 50 residential units. The applicant shall coordinate specific event details with York Region/York Region Transit Staff allowing a minimum of 2 months' notice.
8. The Region requires the Owner submit a Phase One Environmental Site Assessment ("ESA") in general accordance with the requirements of the Environmental Protection Act and O. Reg. 153/04 Records of Site Condition, as amended ("O. Reg. 153/04"). The Phase One ESA must be for the Owner's property that is the subject of the application and include the lands to be conveyed to the Region (the "Conveyance Lands"). The Phase One ESA cannot be more than two (2) years old at: (a) the date of submission to the Region; and (b) the date title to the Conveyance Lands is transferred to the Region. If the originally submitted Phase One ESA is or would be more than two (2) years old at the actual date title of the Conveyance Lands is transferred to the Region, the Phase One ESA will need to be either updated or a new Phase One ESA submitted by the Owner. Any update or new Phase One ESA must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. The Region, at its discretion, may require further study, investigation, assessment, delineation and preparation of reports to determine whether any action is required regardless of the findings or conclusions of the submitted Phase One ESA. The further study, investigation, assessment, delineation and subsequent reports or documentation must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. Reliance on the Phase One ESA and any subsequent reports or documentation must be provided to the Region in the Region's standard format and/or contain terms and conditions satisfactory to the Region.

The Region requires a certified written statement from the Owner that, as of the date title to the Conveyance Lands is transferred to the Region: (i) there are no contaminants of concern, within the meaning of O. Reg. 153/04, which are present at, in, on, or under the property, or emanating or migrating from the property to the Conveyance Lands at levels that exceed the MOECC full depth site condition standards applicable to the property; (ii) no pollutant, waste of any nature, hazardous substance, toxic substance, dangerous goods, or other substance or material defined or regulated under applicable environmental laws is present at, in, on or under the Conveyance Lands; and (iii) there are no underground or aboveground tanks, related piping, equipment and appurtenances located at, in, on or under the Conveyance Lands.

The Owner shall be responsible for all costs associated with the preparation and delivery of the Phase One ESA, any subsequent environmental work, reports or other documentation, reliance and the Owner's certified written statement.

9. Upon registration of the plan, the Owner shall convey the following lands to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the Regional Solicitor:
  - a) A widening across the full frontage of the site where it abuts Keele Street of sufficient width to provide a minimum of 21.50 metres from the centreline of construction of Keele Street, and
  - b) A 5.0 metre by 5.0 metre daylight triangle at the northwest and southwest corners of the proposed access and Keele Street.
10. The Owner shall provide a solicitor's certificate of title in a form satisfactory to York Region Solicitor, at no cost to York Region with respect to the conveyance of the above noted lands to York Region.
11. The Owner shall provide a copy of the Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Corporate Services Department.
12. The Owner shall enter into an agreement with York Region, agreeing to satisfy all conditions, financial and otherwise, of the Regional Corporation; Regional Development Charges are payable in accordance with Regional Development Charges By-law in effect at the time that Regional development charges, or any part thereof, are payable.
13. The Regional Corporate Services Department shall advise that Conditions 1 to 12 inclusive, have been satisfied.

**ATTACHMENT NO. 1C)**



**Date:** February 24<sup>th</sup> , 2017

**Attention:** **Margaret Holyday**

**RE:** Request for Comments

**File No.:** **Z.17.002**

**Applicant:** Matthew Baldassarra, 9773 Keele Developmental Inc.

**Location** Part Lot 19, Concession 3 (9773 Keele Street)



### COMMENTS:

☐

We have reviewed the proposed Application for Zoning By-law Amendment and have no comments or objections to its approval.

☒

We have reviewed the proposed Application for Zoning By-law Amendment and have no objections to its approval, subject to the following comments (attached below).

☐

We have reviewed the proposed Application for Zoning By-law Amendment and have the following concerns (attached below).

Alectra Utilities (formerly PowerStream) has received and reviewed the proposed Application for Zoning By-law Amendment. This review, however, does not imply any approval of the project or plan.

We have no objection to the zoning change with the understanding the new project must meet the clearances from our lines. In the event that the building commences construction, and the clearance between any component of the building structure and the adjacent existing overhead and underground electrical distribution system violates the Occupational Health and Safety Act, the customer will be responsible for 100% of the costs associated with Alectra making the work area safe. All construction work will be required to stop until the safe limits of approach can be established.

In the event the building is completed, and the clearance between the building and the adjacent existing overhead and underground electrical distribution system violates the any of applicable standards, acts or codes referenced, the customer will be responsible for 100% of Alectra's cost for any relocation work.

The customer will be responsible for contacting our New Connections department. Based on the characteristics (type) of project and size this will determine if a Service Design (Layout) or an Industrial Commercial or Institutional project (ICI) Service Application Information form will be required. Alectra will provide required standards upon request. This will avoid delays in the building process.

### References:

- Ontario Electrical Safety Code, latest edition (Clearance of Conductors from Buildings)
- Ontario Health and Safety Act, latest edition (Construction Protection)
- Ontario Building Code, latest edition (Clearance to Buildings)
- PowerStream (Construction Standard 03-1, 03-4), attached
- Canadian Standards Association, latest edition (Basic Clearances)

If more information is required, please contact either of the following:

Mr. Barry N. Stephens  
Commercial & Industrial Services Supervisor  
**Phone:** 1-877-963-6900 ext. 24425  
**Fax:** 905-532-4401  
**Email:** [barry.stephens@alectrautilities.com](mailto:barry.stephens@alectrautilities.com)

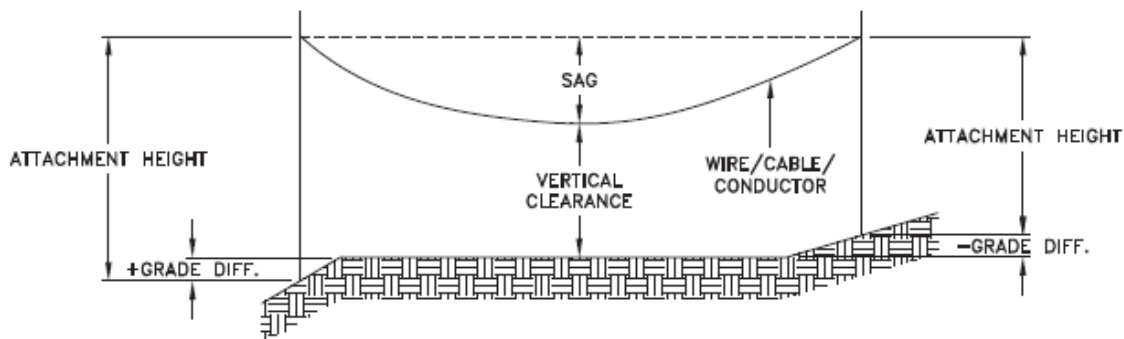
Mr. Tony D'Onofrio  
Supervisor, Subdivisions & New Services  
**Phone:** 1-877-963-6900 ext. 24419  
**Fax:** 905-532-4401  
**Email:** [tony.donofrio@alectrautilities.com](mailto:tony.donofrio@alectrautilities.com)



## Construction Standard

03-1

LOCATION OF WIRES, CABLES OR CONDUCTORS	SYSTEM VOLTAGE			
	SPAN GUYS AND COMMUNICATIONS WIRES	UP TO 600V AND NEUTRAL	4.16/2.4kV TO 27.6/16kV (SEE NOTE 1)	44kV
	MINIMUM VERTICAL CLEARANCES (SEE NOTE 2)			
OVER OR ALONGSIDE ROADS, DRIVEWAYS OR LANDS ACCESSIBLE TO <u>VEHICLES</u>	442cm	442cm	480cm	520cm
OVER GROUND ACCESSIBLE TO <u>PEDESTRIANS</u> AND <u>BICYCLES</u> ONLY	250cm	310cm	340cm	370cm
ABOVE TOP OF RAIL AT <u>RAILWAY CROSSINGS</u>	730cm	730cm	760cm	810cm



MINIMUM ATTACHMENT HEIGHT = MAXIMUM SAG  
 + MINIMUM VERTICAL CLEARANCE (FROM ABOVE TABLE)  
 + GRADE DIFFERENCE  
 + 0.3m (VEHICLE OR RAILWAY LOCATION)  
 + SNOW DEPTH (PEDESTRIAN LOCATION, SEE NOTE 3)

**NOTES:**

1. THE MULTIGROUNDED SYSTEM NEUTRAL HAS THE SAME CLEARANCE AS THE 600V SYSTEM.
2. THE VERTICAL CLEARANCES IN THE ABOVE TABLE ARE UNDER MAXIMUM SAG CONDITIONS.
3. REFER TO CSA STANDARD C22.3 No.1, ANNEX D FOR LOCAL SNOW DEPTH VALUES.
4. ALL CLEARANCES ARE IN ACCORDANCE TO CSA STANDARD C22.3.

**CONVERSION TABLE**

METRIC	IMPERIAL (APPROX)
810cm	27'-0"
760cm	25'-4"
730cm	24'-4"
520cm	17'-4"
480cm	16'-0"
442cm	15'-5"
370cm	12'-4"
340cm	11'-4"
310cm	10'-4"
250cm	8'-4"

**REFERENCES**

SAGS AND TENSIONS | SECTION 02

### MINIMUM VERTICAL CLEARANCES OF WIRES, CABLES AND CONDUCTORS ABOVE GROUND OR RAILS

ORIGINAL ISSUE DATE: 2010-DEC-24 REVISION NO: R1 REVISION DATE: 2012-JAN-09

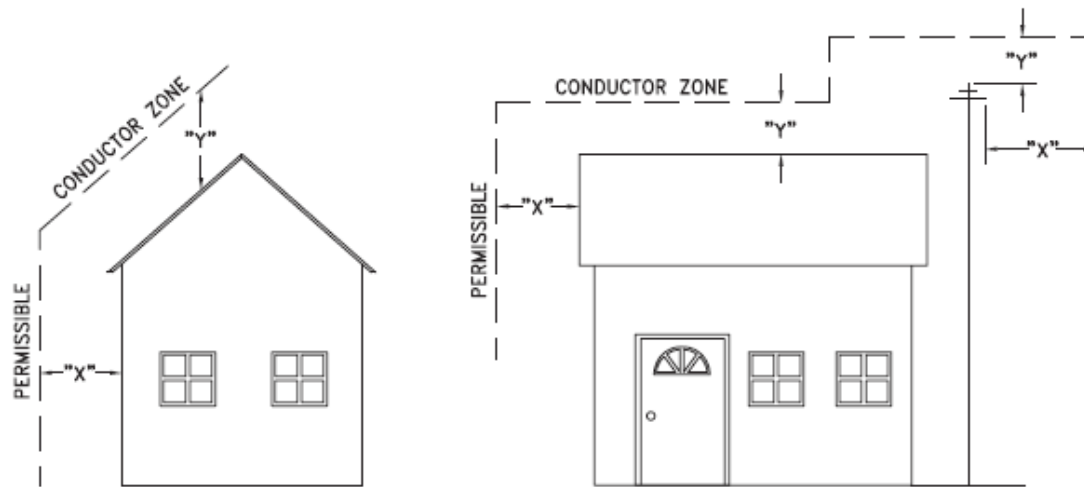
**Certificate of Approval**

This construction Standard meets the safety requirements of Section 4 of Regulation 22/04

Joe Crozier, P.Eng. 2012-JAN-09

Name Date

P.Eng. Approval By: Joe Crozier



VOLTAGE	MINIMUM HORIZONTAL CLEARNACE UNDER MAXIMUM SWING CONDITIONS DIMENSION "X" (SEE NOTES 1, 3 & 4)	MINIMUM VERTICAL CLEARANCE UNDER MAXIMUM DESIGN SAG CONDITIONS DIMENSION "Y" (SEE NOTES 1, 2, 4 & 5)
0-600V AND NEUTRAL	100cm	250cm
4.16/2.4 TO 44kV	300cm	480cm

**NOTES**

1. UNDER NO CIRCUMSTANCES SHALL A CONDUCTOR BE PERMITTED TO PENETRATE THE ENVELOPE SHOWN BY THE DOTTED LINE.
2. THE VERTICAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM DESIGN SAG.
3. THE HORIZONTAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM SWING. WHERE THE CONDUCTOR SWING IS NOT KNOWN A HORIZONTAL CLEARANCE OF 480CM SHALL BE USED.
4. BUILDINGS THAT EXCEED 3 STOREYS OR 15M IN HEIGHT, THE MINIMUM HORIZONTAL CLEARANCE OF THE SECONDARY CONDUCTORS SHOULD BE INCREASED TO 300cm WHERE IT IS NECESSARY TO ALLOW FOR THE RAISING OF LADDERS BY LOCAL FIRE DEPARTMENTS.
5. IN SITUATIONS SUCH AS MULTI-LEVEL GARAGES, WHERE ROOFS ARE NORMALLY USED BY PERSONS AND VEHICLES, THE VERTICAL CLEARANCES OF POWERSTREAM STANDARD 03-1 SHALL APPLY.
6. DISTRIBUTION LINES CONSTRUCTED NEAR BUILDINGS SHALL BE BUILT TO AVOID OVERHANG WHEREVER POSSIBLE. WHERE LINES MUST BE CONSTRUCTED OVER OR ADJACENT TO BUILDINGS THE APPLICABLE HORIZONTAL AND VERTICAL CLEARANCES SHALL BE AT CONDITIONS OF MAXIMUM CONDUCTOR SWING AND MAXIMUM SAG. THE ABOVE CLEARANCES ARE DESIGNED TO PREVENT PERSONS ON OR IN BUILDINGS AS WELL AS EXTERNAL MACHINERY USED IN CONJUNCTION WITH A BUILDING TO COME IN CONTACT WITH CONDUCTORS. EFFORTS SHOULD BE MADE TO INCREASE THESE CLEARANCES WHERE POSSIBLE.
7. ALL CLEARANCES ARE IN ACCORDANCE TO CSA C22.3 NO.1-06 (TABLE-9).

### MINIMUM VERTICAL & HORIZONTAL CLEARANCES OF CONDUCTORS FROM BUILDINGS OR OTHER PERMANENT STRUCTURES (CONDUCTORS NOT ATTACHED TO BUILDINGS)

CONVERSION TABLE	
METRIC	IMPERIAL (APPROX)
480cm	16'-0"
300cm	10'-0"
250cm	8'-4"
100cm	3'-4"

Certificate of Approval	
This construction Standard meets the safety requirements of Section 4 of Regulation 22/04	
Name	Debbie Dadwani, P.Eng.
Date	2010-MAY-05
P.Eng. Approval By:	<u>D. Dadwani</u>

ORIGINAL ISSUE DATE: 2010-MAY-05 REVISION NO: REVISION DATE:  
P:\System Planning and Standards\Standard Design\PowerStream Standards\PowerStream Standards working folder\Section 2-3-4\WG 03-4 R0 May 5, 2010.dwg, 5/5/2010 9:27:03 AM, Adobe PDF

**ATTACHMENT 1d)**

Enbridge Gas Distribution  
500 Consumers Road  
North York, Ontario M2J 1P8  
Canada

February 24, 2017

Margaret Holyday  
Planner  
City of Vaughan  
Development Planning Division  
2141 Major Mackenzie Dr.  
Vaughan, ON L6A 1T1

Dear Margaret Holyday,

Re: Draft Plan of Subdivision, Official Plan Amendment & Zoning By-Law Amendment  
Matthew Baldassarra, 9773 Keele Development Inc.  
9773 Keele Street  
Part Lot 19, Concession 3  
City of Vaughan  
File No.: 19T-17V001, OP17-001 & Z-17-002

Enbridge Gas Distribution does not object to the proposed application(s).

This response does not constitute a pipe locate or clearance for construction.

The applicant shall contact Enbridge Gas Distribution's Customer Connections department by emailing [SalesArea30@enbridge.com](mailto:SalesArea30@enbridge.com) for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and /or soil trenches) and/or asphalt paving.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, the applicant will provide the easement(s) to Enbridge Gas Distribution at no cost.

The applicant will contact Enbridge Gas Distribution's Customers Connections department by emailing [SalesArea30@enbridge.com](mailto:SalesArea30@enbridge.com) prior to any site construction activities to determine if existing piping facilities need to be relocated or abandoned.

In the event a pressure reducing regulator station is required, the applicant is to provide a 3 metre by 3 metre exclusive use location that is within the municipal road allowance. The final size and location of the regulator station will be confirmed by Enbridge Gas Distribution's Customer Connections department. For more details contact [SalesArea30@enbridge.com](mailto:SalesArea30@enbridge.com).

The applicant will grade all road allowances to as final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Allison Sadler', with a stylized, flowing script.

**Allison Sadler**

Municipal Planning Advisor  
Distribution Planning & Records

—

**ENBRIDGE GAS DISTRIBUTION**

TEL: 416-495-5763  
500 Consumers Rd, North York, ON, M2J 1P8

[enbridgegas.com](http://enbridgegas.com)

**Integrity. Safety. Respect.**

AS/jh



**ATTACHMENT NO. 1e)**

**From:** [circulations@wsp.com](mailto:circulations@wsp.com)  
**To:** [Holyday, Margaret](#)  
**Subject:** Site Plan - 9773 Keele Street, Vaughan - File No. DA.18.073  
**Date:** Monday, November 12, 2018 2:35:17 PM

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**2018-11-12**

**Margaret Holyday**

**Vaughan**

, ,

Attention: Margaret Holyday

Re: Site Plan - 9773 Keele Street, Vaughan - File No. DA.18.073; Your File No. DA.18.073

Our File No. 83544

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application.

The following paragraph is to be included as a condition of approval:

“The Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements”.

We hereby advise the Developer to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.

As you may be aware, Bell Canada is Ontario’s principal telecommunications infrastructure provider, developing and maintaining an essential public service. It is incumbent upon the Municipality and the Developer to ensure that the development is serviced with communication/telecommunication infrastructure. In fact, the 2014 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).

The Developer is hereby advised that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.

If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative

communication/telecommunication will be provided to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).

MMM (a WSP company) operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. Please note, however, that **all responses to circulations and other requests, such as requests for clearance, come directly from Bell Canada, and not from MMM.** MMM is not responsible for the provision of comments or other responses.

Should you have any questions, please contact the undersigned.

Yours truly,

Meaghan Palynchuk  
Manager, Municipal Relations  
Access Network Provisioning, Ontario  
Phone: 905-540-7254  
Mobile: 289-527-3953  
Email: [Meaghan.Palynchuk@bell.ca](mailto:Meaghan.Palynchuk@bell.ca)

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-LAEmHhHzdJzBITWfa4Hgs7pbKI



CANADA POST  
2701 RIVERSIDE DRIVE SUITE N0820  
OTTAWA ON K1A 0B1

[CANADAPOST.CA](http://CANADAPOST.CA)

REVISED MARCH 2, 2021  
POSTES CANADA  
2701 PROM RIVERSIDE BUREAU N0820  
OTTAWA ON K1A 0B1

[POSTESCANADA.CA](http://POSTESCANADA.CA)

## ATTACHMENT NO. 1f)

April 5, 2017

The Town of Vaughan  
Planning Dept.  
Attn: Margaret Holyday  
2141 Major Mackenzie Dr  
Vaughan, ON L6A 1T1

Reference: File #: 19T-17V001; OP.17.001; Z.17.002  
9773 Keele St – Part Lot 19, Concession 3

Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified of the following:

Canada Post has reviewed the proposal for the above noted Development Application and has determined that the completed project will be serviced by centralized mail delivery provided through Canada Post Community Mail Boxes.

In order to provide mail service to this development, Canada Post requests that the owner/developer comply with the following conditions:

- ⇒ The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
- ⇒ The Builder/Owner/Developer will confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.
- ⇒ The owner/developer will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.
- ⇒ The owner/developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.
- ⇒ The owner/developer will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.

- ⇒ The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the City/Municipality/Town.
- ⇒ The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.
- ⇒ The owner/developer will be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.

***Canada Post further requests the owner/developer be notified of the following:***

- 1 The owner/developer of any condominiums will be required to provide signature for a License to Occupy Land agreement and provide winter snow clearance at the Community Mailbox locations
- 2 Enhanced Community Mailbox Sites with roof structures will require additional documentation as per Canada Post Policy
- 3 There will be no more than one mail delivery point to each unique address assigned by the Municipality
- 4 Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project
- 5 **The complete guide to Canada Post's Delivery Standards can be found at:**  
[https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual\\_en.pdf](https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf)

Regards,

Susan Cluff  
Delivery Services Officer | Delivery Planning - GTA  
1860 Midland Ave., 2<sup>nd</sup> Fl  
Scarborough, ON M1P 5A1  
647-203-0529  
[susan.cluff@canadapost.ca](mailto:susan.cluff@canadapost.ca)

# RETAIL CANNABIS IN VAUGHAN

Why?

- Covid-19 has created significant job loss across Canada, high unemployment and inconsistent stability in the opening/lockdown process has negatively impacted mental health due to the economic uncertainty of an individual or families future
- The consideration of Retail Cannabis will promote job creation and provide an economic jolt to an our otherwise slow moving economy (current market economics)
- There are property tax benefits to the municipality. Depending on the roll-put of retail cannabis, Vaughan in general is a large community of nearly 350,000 residents. This market opportunity can accommodate for up to 25 retail cannabis locations in the Vaughan area, this is based on per capita comparison to the municipality of Toronto.
- Vaughan's inclusion into the retail cannabis marketplace will further displace the black market. Currently in Canada, the legal market has now captured 51% of cannabis clients and the rest is captured in the black/grey market.
- Vaughan, traditionally, is known to occupy a large amount of the organized crime with respect to the movement of black and gray market cannabis. This trend can be displaced or significantly limited by providing legal access to cannabis in the area.