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**From:** Ciafardoni, Joy <Joy.Ciafardoni@vaughan.ca> **On Behalf Of** Bevilacqua, Maurizio  
**Sent:** March 9, 2021 3:11 PM  
**To:** [REDACTED]  
**Cc:** Tullo, Julia <Julia.Tullo@vaughan.ca>; Coles, Todd <Todd.Coles@vaughan.ca>  
**Subject:** FW: [External] Fw: Mar 10 Communications

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**From:** IRENE FORD [REDACTED] >  
**Sent:** Tuesday, March 09, 2021 1:33 PM  
**To:** Carella, Tony <[Tony.Carella@vaughan.ca](mailto:Tony.Carella@vaughan.ca)>; Bevilacqua, Maurizio <[Maurizio.Bevilacqua@vaughan.ca](mailto:Maurizio.Bevilacqua@vaughan.ca)>; Jackson, Linda <[Linda.Jackson@vaughan.ca](mailto:Linda.Jackson@vaughan.ca)>; lafrate, Marilyn <[Marilyn.lafrate@vaughan.ca](mailto:Marilyn.lafrate@vaughan.ca)>; DeFrancesca, Rosanna <[Rosanna.DeFrancesca@vaughan.ca](mailto:Rosanna.DeFrancesca@vaughan.ca)>; Shefman, Alan <[Alan.Shefman@vaughan.ca](mailto:Alan.Shefman@vaughan.ca)>; Rosati, Gino <[Gino.Rosati@vaughan.ca](mailto:Gino.Rosati@vaughan.ca)>; Ferri, Mario <[Mario.Ferri@vaughan.ca](mailto:Mario.Ferri@vaughan.ca)>; Racco, Sandra <[Sandra.Racco@vaughan.ca](mailto:Sandra.Racco@vaughan.ca)>  
**Subject:** [External] Fw: Mar 10 Communications

Hello,

Please find attached my letter with regard to tomorrow's meeting regarding the GTA West Corridor/Highway 413 asking Council to ratify the Mar 2 Committee of the Whole meeting to reverse endorsement of the proposed highway and to support the federal impact assessment. I hope that Regional Councillors and the Mayor have had some time for sober second thoughts on this issue and what continued endorsement of this highway symbolized to residents in the context of the current provincial government. Once again my sincerest thanks to local councillors who have listened and acknowledged their residents concerns and proven that democracy still exists and works at times.

While this might be overreaching and not appreciated I think this issue is important enough to

ask and may save Council from negative publicity. As you may have heard Bill 257 about broadband contains an unrelated section (Schedule 3) that will permit Minister Clark to approve MZO's that contravene the planning act and will do so retroactively. This means if approved it will resolve the province (Minister Clark) of any wrongdoing which will likely be the outcome of the ongoing Court Cases regarding the Duffins Creek MZO and the Foundry Heritage Buildings). I mention this in my attached letter and there was an editorial in the Star today that may be of interest.

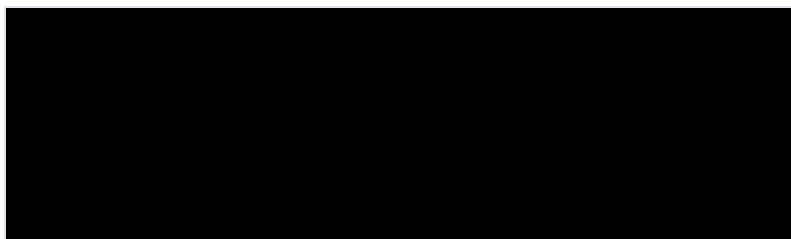
I bring this up because Council has at least two MZO's that have been endorsed but not yet approved by Minister Clark. There are some members of Pickering Council who know find themselves in a position that they've supported something that they did not realize would permit blatant destruction of provincially significant wetlands, that the Conservations Authorities Act would be weakened and for permit approval and receive such extensive public attention and outcry.

I wonder if Vaughan Council would be interested in reevaluating it's endorsement of the MZO located on the northern section of Block 34, which has a greater percentage of environmentally significant lands than the Walmart MZO and was endorsed with a development showing the site almost fully developed with impervious surfaces. The other MZO that remains endorsed but not yet approved is at Keele and Highway 7. My main concern regarding this development is that surrounding infrastructure and transit is not yet ready for the size of the development proposed. For your consideration.

Thank you as always for reading and your consideration as well as your support.  
Irene Ford

<https://pub-vaughan.escrimemeetings.com/filestream.ashx?DocumentId=52417>

[Editorial | Ford's change to development rules is a massive overreach](#)



**Editorial | Ford's change to development rules is a massive overreach**

'The Ford government is changing the law midstream to get out from under a lawsuit and it will result in an enor...

----- Forwarded Message -----

**From:** IRENE FORD <[REDACTED]>  
**To:** [clerks@vaughan.ca](mailto:clerks@vaughan.ca) <[clerks@vaughan.ca](mailto:clerks@vaughan.ca)>  
**Sent:** Tuesday, March 9, 2021, 11:57:33 a.m. EST  
**Subject:** Mar 10 Communications

Clerks,

Please find attached my letter for the March 10 meeting regarding the GTA West Corridor.

Thank you,  
Irene Ford

March 9, 2021

**Re: Motion to Reverse Endorsement for the GTA West Corridor/Highway 413 and Support the Federal Impact Assessment**

**Mayor Bevilaqua, Regional and Local Councillors,**

I would like to thank all of the Local Councillors who voted to reverse endorsement of the proposed GTA West Corridor at the March 2, 2021 Committee of the Whole meeting. I would also like to express extreme concern as to whom our Regional Councillors and Mayor are representing, not once did you express concern for your residents or what this highway means for the future vision of Vaughan. It remains unclear to me who you are representing, your primary job is to represent the residents of Vaughan, nothing more and nothing else. Your residents are speaking and 'squealing' loudly and deserve to be heard. Today we are asking council to:

- Ratify the motion to reverse endorsement for the proposed GTA West Corridor/Highway 413; and
- Support the request for the Federal Impact Assessment

Everyday I learn a new piece of information about the proposed highway and a different strategy the current provincial government will use to enable more sprawl on our farmland, green space and greenbelt lands. The northern part of Vaughan contains many unique natural and cultural heritage features that must be managed with great care. **It is where the Greenbelt starts and every time there is development, rezoning or redesignation on or near these lands it opens the door to further development that will push every further north into lands that are even more sensitive.**

The Walmart Distribution Facility, located at Jane and Teston Rd, justified paving over a provincially significant wetlands (for 200 trailer parking spots) in part, because the environmental integrity and ecological function had been damaged from construction activities on the adjacent Highway 400. **What will happen to the land surrounding the proposed 413 if the proposed highway proceeds?** You are familiar with this argument; the developer starts downplaying the ecological significance and value of the lands; this goes on for years; they challenge all of the natural heritage features, the presence of endangered species and so on and so forth. **Then finally one day years later land that was always recognized, protected and designated natural heritage is paved over.** You can not argue to me this will not happen when there are so many examples in Vaughan. Vaughan's Natural Heritage Network in 2016<sup>1</sup> was

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<sup>1</sup> [https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/CW0202\\_16\\_15.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW0202_16_15.pdf)

never endorsed and you deferred it until the next municipal comprehensive review due to objections from landowners advocating to develop these lands. Sadly, at least three of the developers that attached letters objecting to Vaughan's Natural Heritage Network have recently received MZO's and are now developing on these lands and the natural heritage features lost or it remains unclear what protection is in place<sup>2</sup>.

**This is a government that has demonstrated they are willing to rewrite provincial laws to do as they wish and are even willing to make those laws apply retroactively to absolve themselves of any wrong doing (refer to ongoing cases regarding Duffins Creek and the Foundry Heritage Buildings). This is a blatant abuse of power and an assault on democracy. If you continue to endorse this highway under the current government you are also making a statement about the type of democracy and governance you support<sup>3</sup>.**

Based on the discussion at Council last week I would like to bring up a few points. Reversing endorsement for this highway does not mean the Environmental Assessment (EA) will not be completed. Expressing or not expressing your endorsement is about supporting what you think is in the best interests of Vaughan residents and the future of Vaughan. While developers in Vaughan may not have come out and publicly supported the highway developers in Peel Region have and submitted a communication to that affect to Peel's March 11 council meeting<sup>4</sup>. Their arguments seem to only amplify the concerns of residents that the highway will pave over farmland and the greenbelt to facilitate sprawl and goods movement, commercial transportation.

I find it concerning that there was a view expressed to support the proposed highway because it is 'unfair to landowners'. Any landowner I have spoken with who wants to live and remain on their land does not want this highway. **The only landowners I can imagine this would be unfair to are those who own large blocks and are wishing to develop the land but unable to do so due to current zoning or the lands being locked as part of the focused area analysis. Thus, I found this comment highly concerning because whose interests are representing when you state it is 'unfair to landowners'.** It seems highly unfair to the people who will have a highway within 100m of their property, will have their land expropriated and will be forced to endure the pollution and noise from the highway.

When asked what has changed since June of 2020 when Council reaffirmed its motion to endorse the highway is that the Province has proposed a streamlined EA process<sup>5</sup> to fast track the highway and enable construction prior to approval of the final EA. There is so much uncertainty

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<sup>2</sup> Block 41, Jane and Teston Walmart Distribution Facility, Jane and Rutherford Condominiums

<sup>3</sup> A provincial document assessing legal risks to the Duffins Creek project, obtained by CBC News, suggests the amendments would help shield the government against the lawsuit.

*"In the absence of the proposed amendments — in particular the proposal for retroactive application — there is a moderately high risk that the MZO would be found to have contravened the Planning Act requirements for consistency with the [provincial policy statement]," says the government document.*

[The Ford government is retroactively changing a law to pave the way for a development on wetland in Pickering | CBC News](https://pub-peelregion.escribemeetings.com/Meeting.aspx?Id=07635824-13c5-4829-88d2-2a80590cf657&Agenda=Merged&lang=English&Item=59&Tab=attachments)

<sup>4</sup> <https://pub-peelregion.escribemeetings.com/Meeting.aspx?Id=07635824-13c5-4829-88d2-2a80590cf657&Agenda=Merged&lang=English&Item=59&Tab=attachments>

<sup>5</sup> <https://ero.ontario.ca/notice/019-1882>

still surrounding this our elected should be alarmed and concerned, but yet we have to 'squeal' to for Regional Councillors and the Mayor to respond and acknowledge that the government is changing the process in the midst of the study.

Local governments will be more important than ever as we face the realities of climate change and they must be stronger and very aware of the impact of their decisions. Climate change is and will impact every aspect of our lives and the decisions you make today have the potential to pay back in dividends for current and future Vaughan residents. Climate Change is more than an environmental problem it will amplify social inequalities, public health issues and our overall quality of life. I do not know who the provincial government is representing but it is not the people of Ontario, I understand it's a pandemic but they are bull dozing and proceeding with a land use and development pattern that will drive and amplify Climate Change to the detriment of Ontario. What this government is doing and supporting is worse than inaction.

Thank you,  
Irene Ford