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

From: 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: Iafrate, Marilyn <Marilyn.Iafrate@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
> **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