
From: Hiten Patel [REDACTED] >
Sent: Wednesday, March 03, 2021 1:43 PM
To: regional.clerk@york.ca
Cc: Councillor Bradford <Councillor_Bradford@toronto.ca>; Clerks@vaughan.ca
Subject: [External] Highway 413

Dear YR Council,

While I was pleased that Vaughan Council voted in favour of the motion to stop endorsing Highway 413, I am equally dismayed that the all four YR council members from Vaughan voted against the motion. Vaughan is the only YR municipality directly affected with King Township border the closest to the proposed route.

Please educate yourself and do the right thing and work together to reject the highway regardless of your political or personal agenda.

Attached in PDF format is the communication I provided last week to Vaughan council. I also invite you to read the article in full from today's Toronto Star attached in two PNG files.

Vaughan pulls endorsement of new highway

GTA West project has 'too many unanswered questions for the public who will be footing the bill'

**NOOR JAVED
AND BRENDAN KENNEDY**
STAFF REPORTERS

In a shocking move Tuesday, Vaughan council withdrew its longstanding support for the GTA West super highway, joining a growing number of municipalities expressing concern about the environmental impact of the proposed highway and questioning the need for the highway altogether.

Vaughan council was going to debate

whether it should support federal oversight of the province's environmental assessment of the chosen route for a highway that would cut through Vaughan, Brampton and Caledon.

But in a 5-4 vote, council went even further, yanking its support for the four-to-six lane highway that will pave some 160 hectares of protected Greenbelt land in Vaughan.

Ward 1 Councillor Marilyn Iafrate, who voted in favour of pulling

Vaughan's endorsement of the GTA West highway, said there were still too many red flags around the project to support it.

"Why are we destroying our city's farmland and environment to benefit other jurisdictions?" asked Iafrate. "There are just too many unanswered questions for the public who will be footing the bill for this highway."

[VAUGHAN continued on A11](#)

Municipalities doubt value of corridor

VAUGHAN from A1

The \$6-billion GTA West Transportation Corridor was revived by the Doug Ford government in 2018 after it was cancelled by the previous Liberal government, which accepted an expert advisory panel recommendation that the proposed highway was unnecessary.

The highway would connect Halton Region to York Region, cutting through farmland, waterways and environmentally sensitive land along the way.

When the highway was first conceived decades ago, GTA-area municipalities overwhelmingly supported the plan, which the Ministry of Transportation said was needed to "improve Ontario's highway network, reduce travel time and alleviate congestion across the GTA."

With Vaughan's change of heart, almost all of the municipalities that will be affected by the highway now question the value of the transit corridor. With waning buy-in from local governments and growing public opposition to the highway, there are renewed questions as

to whether the province will decide to once again park the project.

The Ford government has recently pumped the brakes as opposition to the controversial highway mounted.

On Monday, government house leader Paul Calandra told the legislature that the proposed highway was far from a done deal, and the process would include consultations and an environmental assessment. "Once we accomplish all these consultations, if it makes sense for the highway to proceed, it will; if it doesn't, we won't," he said.

The minister's comments came days after Mississauga council said it no longer supported the highway, saying it would have "a disastrous impact on the environment."

Brampton and Caledon also passed motions last month asking for federal assessments of the proposed route, essentially criticizing the province's streamlined environmental assessment for the GTA West highway, which is also known as the 413.

The province's regulatory

changes would allow the government to begin early work on bridges and transitway construction even before the environmental assessment — which won't be done until 2022 — is completed.

Local resident Irene Ford, who spoke at Tuesday's council meeting on behalf of the group Stop the 413, called it a "stunning and unexpected decision."

"It definitely feels like we have a lot of momentum," said Ford, citing the growing opposition across the region.

Ford said she's still concerned the province will move forward with the highway. "They call it the zombie highway, but it would be really nice to see it go away forever."

Despite being pleased by how the local ward councillors voted on the motion, put forward by Coun. Tony Carella, Ford said she was concerned by the fact that all the regional councillors continue to support the project.

"The only thing that has changed (in the past year) is the community has come out running and screaming," said regional councillor Linda Jackson, who, along with Mayor Maurizio Bevilacqua and regional councillors Mario Ferri and Gino Rosati, voted against the motion to withdraw support.

With files from Robert Benzie

Thank you,
Hiten



From: 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](#)

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

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

